

As the new century dawns we can take much pride in our association. We were founded 65 years ago to provide standards, education and fellowship for model railroaders. Basic standards have been set, communications established, and many positive programs implemented. The results are seen in the growth of both model railroading and the industries supporting it.

Recent years have seen great strides in our efforts to modernize and streamline your association. For both our hobby and our association to grow and prosper, however, there remains much to accomplish. If we are content to rest on our laurels, surely we must fade from the scene. What, then, lies in the future? Here are some of the challenges I see facing us in the coming century that we must address positively:

- **Youth in the hobby:** As our modeling population ages, we need to become more pro-active to develop the modelers of tomorrow. The Junior College Program, Give Kids the World, and the Boy Scout merit badge program are a few examples of existing programs at the national level. At the local level, there are a number of mentoring programs within some divisions and regions. It is also common to find members teaching model railroading at high schools and community colleges and the like. The question is what are you doing? The whole effort starts with one individual!

At the Buenos Aires, Argentina, model railroad club, when an NMRA group recently visited, youth were operating the railroad and the adults hosted us. That club is making the effort to involve their youth, and it is working. Enthusiastic teens comprise fully one-third of their membership. With such commitment to youth involvement by all of us in the NMRA, the hobby will not wither and die for lack of interest as the craftsmen of old pass on. Rather, their skills will be passed along to the new generation. All it takes to make it happen is commitment.

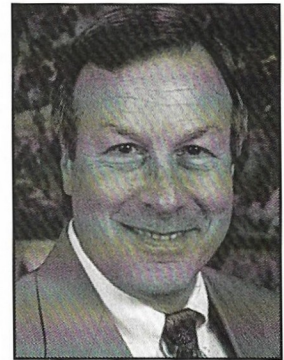
- **Standards Development:** Model railroading continues to evolve. Standards development is one of our key reasons for existence. Challenges abound, both domestically and internationally. As the hobby grows, so do new scales and technology. There is much work to be done in the combination of scales known as "Large Scale." Three-rail, too, has needs for standardization. Yet a third growing area of our hobby is live steam.

On both coasts there are many working with live steam in both 1" and 1 1/2" scales. Doubtlessly, others will develop, and we need to be both aware and active in each.

The existing scales have needs, too. Just because standards were set in the '50s and '60s doesn't mean that they cannot be refined to the modeling standards of today, and reflect the technological improvements that have occurred.

Internationally, NMRA continues to be involved in setting standards in the DCC arena. As the world continues to grow closer with improved communications and transport in the 21st century, this role will become ever more critical to the hobby, and we will need to work with other organizations in the mechanical, electrical and electronic areas.

- **Education:** NMRA is responding to the need for this focus in our "Y2K" program. We recognize this critical responsibility, and are meeting it with an entire department dedicated to education. Look for more and varied support materials as this department of your Association grows. Like standards, education is a cornerstone of what NMRA is all about. We must be the teachers of the hobby, the promoters of the hobby, the educators of both our members and the public at large.



Bob Charles

- **Membership Growth:** To remain the primary spokesman for the modeler, we need to expand our membership. The only way this can happen is to increase our activities at the local and regional levels. Our regions and divisions are the "grass roots" of NMRA.

By implementing meaningful programs at these levels, we provide value to our members. This hobby is coming out of the basements and attics—the historic "stronghold" of railroad modeling. Modular railroading, garden railroading and live steam are growing. While not forgetting our roots, we must nurture these new elements, supporting and encouraging their continued growth. NMRA must be the "umbrella" organization, embracing all scales and prototypes.

The perception of NMRA as a "bunch of HO rivet counters" remains, though that era is long past. To successfully shed this image, each of us as members must be willing to welcome the diverse interests within the hobby as fellow modelers. This change cannot be dictated by "the National," but must be embraced by you, our membership.

With such an inclusive approach, we will successfully appeal to the broad base of model railroaders and grow our membership. We simply need to reach out to all our friends and allied interests to include them. It is up to you!

Looking ahead, I can see tremendous opportunities for growth of this hobby. Emerging transportation technologies such as maglev, high speed ICE trains, the X-2000 and others hold the promise of improved and increased rail travel. Many cities are today looking at expanded rail commuter services as highways are increasingly clogged. Rapid long distance rail travel may well be the intercity wave of the future here, just as it is in Western Europe today. Each of these innovations will increase the fascination of rail travel and provide more and interesting prototypes to model. Truly, our greatest years may be ahead of us.

As we move into the next millennium, we must commit ourselves to deal effectively with these issues. With your support and effort, I am confident that we can and will be successful in meeting the challenges of the next century. Happy New Year!

It was reported via NMRA Survey that 70% of our Membership is on the World Wide Web.

2000 February An NMRA Tour Group Traveled to South America
This was quite the adventure for many in our membership.

VIEJO ESPRESSO PATAGONICO – Another Travel Success



The entire NMRA tour group poses for a group photo with engine #16 at the end of the run in El Maitan, Argentina.



"Rail Nerd Rock!" We all scrambled for a good location for each photo runby.



Member Bill White takes his turn at the throttle of the "Old Patagonian Express." Photo by Jim Butkus.

Each year the first week of February marks the opening of the Nuremberg Toy Fair, the largest trade event in the hobby/model/toy industry. This International Exposition is held at the Nuremberg Spielwarenmesse, a sprawling complex of 15 very modern, state-of-the-art exposition buildings. Housed here in a myriad of booths are almost anything you can imagine in the toy industry from video games to crafts to trains, planes and racing cars. This is the one event where the major players in the toy and hobby world show their wares for the coming year. Buyers come from all parts of the globe to place their orders.

Within the model railroad world (Modelleisenbahn in German) the major manufacturers worldwide are present and ready to do business. In this context, it is a wonderful opportunity to meet and interact with these folks to promote your association. The NMRA was represented at this event this year, the third time we have had such representation. Our contingent was a small one, consisting of your President, Vice President and Executive Director, each attending at their own expense. Attending such an event is extremely interesting, for it is here that many new products from the major manufacturers worldwide in our hobby are introduced. Aristo-Craft, Bachmann, Fleischmann, Faller, LGB, Marklin, Micro-Trains, Rivarossi, Roco, Trix and many more all had new and exciting products to introduce to the marketplace. Just seeing this myriad of products is exciting. Many are designed for the world markets, and many are specifically designed for US prototypes. It is a veritable smorgasbord of model railroading.

Our purpose in attending, though, far exceeds seeing what's new in the markets of the world. It is a premier opportunity to fulfill the responsibility of NMRA by promoting the association and its programs through direct, personal meetings with top executives of our manufacturing community. In our meetings with these people, the subject of NMRA standards is one key issue. With large-scale manufacturers, for example, there were specifics discussed surrounding the development of standards in this arena and possible compliance with them. Many members and manufacturers alike labor under the misconception that standards are developed and imposed by NMRA. In actuality, the standards are developed through a close cooperation between NMRA, manufacturers, the media and individual modelers. Rather than imposing standards, then, it is our effort to develop a consensus on standards that allows acceptance worldwide. A face-to-face, personal meeting is critical to development of the rapport required to enable this effort.

Illustrative of this point, several years ago in our first meeting with them, a top executive told us directly that his firm would never accept NMRA standards for DCC. Last year that same firm proudly announced they were working on compliance and this year showed for the first time equipment designed to comply. Their booth had large placards announcing to the world that their new equipment was NMRA compatible. It was most gratifying to see this kind of positive result to our efforts.

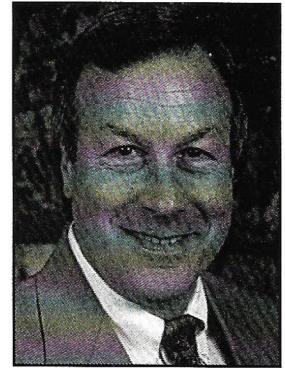
There were several meetings with the European organization, MOROP. MOROP is very different from NMRA, being a consortium of national associations, clubs and manufacturers from most of the European countries. You could think of it as a combination of NMRA and MRIA, though without the individual membership component. Membership in MOROP is by invitation only. Their standards, known as NEM, have been developed parallel to NMRA, primarily for European prototypes.

In our meetings with MOROP President Michel Brognioz of Luxembourg, and Vice President and Technical Director Hermann Heless of Vienna, the emphasis has been on the need for development of common standards where possible to support the manufacturing community in development of equipment that will effectively interchange worldwide. This work will be ongoing, and both groups recognize the need for such work. Exemplary of the growing cooperation among the associations is a meeting of the NMRA DCC working group slated to take place in Giessen, Germany, in March. Here the manufacturers, NMRA volunteers and MOROP volunteers will meet to conduct further work on DCC standards and testing.

Promotion of NMRA programs is also high on the list of priorities. The NMRA Junior College Program, JCP, is a direct outgrowth of these meetings that began in 1995. In our meetings, a number of new sponsors agreed to work with us on the program, and you will see their impact at our national convention in San Jose. We look forward to the expansion of this important effort to reach out to the youth of today in promotion of model railroading.

In our first meeting with President Gerhard Beyer of BDEF, the German club modelers association, we experienced an exciting development. Herr Beyer and BDEF are quite enthused over NMRA's Junior College Program. We met with him and NMRA member Rutger Friberg of Sweden to coordinate staging an NMRA Junior College Program in Germany. Happily, with cooperation of various manufacturers and with major sponsorship by Deutsche Bahn, the German railway system, that program will take place at a major public show in Erfurt, Germany, this April. The need to develop youth interest in this hobby is recognized world-wide, and the effort by Herr Beyer and the BDEF is a wonderful first step in expanding the Junior College Program of NMRA.

All in all, the effort in Nuremberg was both satisfying and worthwhile. For the first time, the entire NMRA contingent was able to avoid contamination with the flu and other such travel maladies. It was an excellent event, and a privilege to represent you at this worldwide gathering of the professional model railroad community.



Bob Charles

2000 April

NMRA 4th Lady MMR, Mary Barstow!

Supported by friends and family

Mary Barstow earns MMR 292

In the 1940s, Mary Barstow's dad brought home a Lionel set that was frequently set up all over the dining room floor. Along with two younger brothers, she had great operating sessions that usually ended with serious disagreements.



Consequently, the passenger cars displayed in Mary's den have major dents that bear silent testimony to rougher days.

Mary built her first N-scale layout 34 years ago in Glendale, Calif. Later, when Mary and Paul moved to the Palos Verdes Peninsula, she switched to HO—partly because western style structures were her preference and Campbell kits were available. Her third and current HO layout was started in 1984 and fills an 11' x 14' bedroom. Continuous refinements occur regularly on the "Palos Verdes Pacific."

In competition with her HO layout, garden railroading became an interest. Currently there are about 500 feet of large-scale track that wind around the backyard. Open houses when both layouts are operating can be exciting events.

Her husband Paul—now retired from

the Torrance School District as a curriculum consultant—and their three daughters, can best be described as supportive and tolerant of the hobby. The value of model railroading has taken on new meaning for them when grandchildren show delight in the hobby. Mary's father, a retired dentist, continues to serve as consultant when problems arise.

Mary recently retired from teaching for the Los Angeles Unified School District. She can now devote full time to the NMRA, the Southern California Garden Railway Society and her family. As a member of the NMRA, Los Angeles Division, PSR, she has served as *Coupler* editor for six years, superintendent for four years, and publicity chairman for the national conven-

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Achievement Program

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tion "Long Beach Limited." Her articles and photography have appeared in the *NMRA Bulletin*, *Garden Railways*, *Railroad*

Model Craftsman, *Railmodel Journal*, *Model Railroading*, and *O Scale News*.

She began working toward the NMRA Achievement Program in 1990. Volunteer and Scenery Certificates were followed by Model Railroad Engineer Electrical, Model

Railroad Author, Chief Dispatcher, Master Builder - Structures, and Master Builder - Cars. Achieving Master Model Railroader could not have been accomplished without the encouragement and support of many model railroading friends.

2000 April

Fred Verrier named as Master Model Railroader #293

Greg Mathews named as Master Model Railroader #294

2000 May

Larry Wolohon named as Master Model Railroader #295

Kurt Kramke named as Master Model Railroader #287

For some of our members, this month will be the first time in some years they have had the opportunity to read *The Bulletin*. You see, since this is an election issue, we have decided to extend this issue to our affiliate members in addition to those of you who receive it monthly. This decision was made for several reasons. First, it is a good way to get the election information out to them. Secondly, it provides a chance for them to see what the rest of us know—namely that *The Bulletin* has changed and improved measurably over the past few years. Finally, it is our hope some of our affiliate members will make the decision to convert to full regular membership and receive the full benefit of NMRA membership by receiving *The Bulletin* regularly.

Over these past several years we have made many changes in the structure and direction of the NMRA. Those who do not receive *The Bulletin* would have no way of knowing of these changes, thus may think NMRA simply plods along unchanging. Nothing could be further from the truth. A good example of structural change is the updating of our computer and mailing systems. Over the last three years both have been completely replaced. Among the benefits of this change are improved turnaround for memberships and member communications, improved information about our members going to regions and divisions, expanded member communications and of course, the addition of e-mail availability. You can now e-mail the Administration Department, Library Department, Executive Director, Officers, Department Heads and Trustees. It is easier today to contact your NMRA than ever before.

Speaking of communications and change, the NMRA site on the World Wide Web is an innovation that cannot be underemphasized. The NMRA Internet Presence Committee has done a fine job creating user-friendly web pages that provide information about the NMRA wanted by both our members and the public. When first introduced, the NMRA site was independently recognized as being in the top five percent of new sites on the web, and they are only getting better. Do you want to know something about NMRA membership? Standards? RPs? Publications? Services? Your Trustee? They are all there for you on the web. Just go to WWW.NMRA.ORG. and that information and much more is readily available for you.

Many existing programs have been updated, and many new member programs and services introduced. One of the most recent, and most impressive, is the famous NMRA Data Sheets. Our Master Model Railroaders, headed by Achievement Department Director Pete Moffett, went through all the existing data sheets. Many were woefully out of date and in need of complete revision. Once this was accomplished they decided more was needed, so they authored new information never before available. It was a tremendous amount of work over three years, but it finally came to fruition. The new Data Sheets were announced in January of this year and, after some delays with the producers, are now shipping from Chattanooga in either printed or digital form on CD. See the advertisements in this issue for details, or see our staff at the convention in San Jose. They are really a "must have" item for model railroaders.

One of the basic missions of NMRA is the development and adoption of standards for the hobby, which creates a lot of ongoing work. Recent years have seen wide acceptance of NMRA's

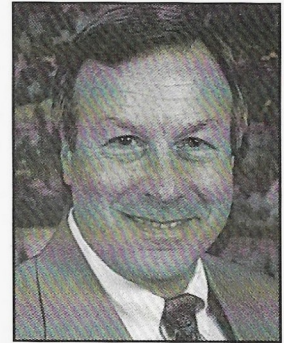
Digital Command Control Standards. To support those standards, three NMRA members got together and authored a book, co-published by the NMRA and Allt-Öm Hobby of Sweden. That book, a primer on DCC, was designed to "de-mystify" the subject and make it both understandable and usable for modelers. Many copies have been sold both through hobby shops and the NMRA. There are a few still available through NMRA Headquarters at member price.

Other books produced by NMRA include the January 1953 *Official Railroad Equipment Register*, *Freight Terminals and Trains* and a number of clinic books from our conventions. Look for additional titles in the future.

The last few years have seen other new programs introduced as well. Modeling With The Masters, a weekend of hands-on instruction by Master Model Railroaders, has been a smashing success for those who have attended. The NMRA Junior College Program and NMRA Junior College Europe have introduced hundreds of youths to model railroading at conventions and events. The NMRA Travel Program has allowed members to enjoy rail travel together to Europe and South America. Additional trips in the planning stages will provide exciting travel opportunities both domestic and foreign, luxury and adventure. Affordable model insurance is available to members through the NMRA Insurance Program. These and other programs have brought greater value to NMRA membership for those who choose to become involved.

One of the key objectives we set out to accomplish, some six years ago, was to reduce the reliance on your dues dollars. At that time member dues provided between 85 and 90 percent of total NMRA budget dollars. Today that number has dropped below 50 percent. This has been accomplished through the support of you, our members. For example, the NMRA Calendar was for years a significant expense to the association and has now been reinstated as a fund raising program. Its success has funded both the calendar and many of the new things we have done. The NMRA return address label program was designed specifically to support reduction of the debt incurred in the repairs to our headquarters building and installation of the archival and storage systems desperately needed by our research library. Your ongoing response to this program alone has succeeded in reducing our indebtedness by well over \$100,000. Thank you for your support in past years, and I hope you will continue to support and contribute to this very necessary program to the extent you are able.

We can see, then, that over the recent years the NMRA has actually grown in services and offerings in support of our hobby. We can be confident that this growth will continue under the leadership of our very capable president-elect Allen Pollock, the professional staff that so strongly believes in our mission, our dedicated group of volunteers and you, our members. See you next month in San Jose!



Bob Charles

2000 August Thanks for the Memories

Incredibly, six years have flown by. This is my final column as your President. If someone had told me back in '94 that I would write a monthly column in *The Bulletin* for six years, I would have thought they were nuts, but here it is. To those of you who have faithfully read this column for all these years, you have my heartfelt thanks. It has been much more of a pleasure than I ever expected. Thank you, too, for the letters of both support and criticism you have provided. Your ideas have done so much to mold our programs and policies.

Over these years, there have been many milestones. We can look back at *The Bulletin* of 1994 and see a tremendous leap forward in size, style and content. Credit for the changes go to many, but key among them are Dave Cichy, Terry Bacus and Hank Kraichley, for they are most directly involved. So, too, are the many new authors who have come forward from our membership, for they are the building blocks that allow the editorial staff to prepare an outstanding magazine for you. By the way, if you have some ideas for articles, please write them down and consider joining the author corps of your magazine.

The NMRA's National Train Show is today recognized as the finest of its kind in the world, though it wasn't always that way. Henry Jordan, Brian Kampschroer, Dottie Finch and their staff, the manufacturers, dealers and members all do their part to keep the show going and growing. This year in San Jose we will again demonstrate the vitality of both the Association and the hobby as the new century dawns.

NMRA Headquarters, too, has experienced dramatic change over these years. We have, today, a completely different staff with much more extensive responsibilities. On the Administration side there is, thanks to y'all, a new computer system and mailing system that is doing much more for us at all levels than ever before, allowing the staff to provide ever greater levels of service. In the Library, we have a vastly expanded collection, a new staff, an archival facility and much greater access to the information available than ever before.

A new department of NMRA, The NMRA's Howell Day Model Railroad Museum, is in its infancy and growing toward opening. As I write, I have recently returned from Los Angeles where Charlie Getz, Bob Sherlock and I visited with Mr. Cliff Springmeier. Many of you will remember Cliff from the Long Beach convention where his "railroad house" atop Anaheim Hills wowed those who saw it. From the LGB circling the ceiling to the HOn3 in the living room, Cliff did it up right. He has donated one of his railroads and much of his equipment to the museum. With careful moving, one of his many layouts and a considerable amount of equipment will be in Chattanooga, and on display, when the museum opens. Thanks, Cliff, for a wonderful donation to what we are confident will be an outstanding museum!

Of the lasting memories I will forever cherish are those of the many new friends I have had the pleasure of meeting and the events I have attended on behalf of the Association—and there were many. I made myself a promise that I would attend as many regional events as funding and time would allow. There was only one region missed out of the 17—the Australasian. I still hope to attend an event there as the opportunity presents itself. It was with great expectation that Allen and I visited the British Region for the first time in 1995 at Poole, England. The reception we received there, and again at Bournemouth in '98, still leaves the hair standing on the back of my neck, for it was wonderful. Far from the stereotypical image of the "staid Englishmen" some may have expected, we found an extremely warm and cordial welcome from a great model-

ing group. Thanks to all of you for two memorable events. Each regional event, if space permitted, would provide equally bright memories.

The establishment of relations with MOROP, the European standards group, has been a very positive development for modelers everywhere. The NMRA and MOROP are today cooperating in development of standards. Intercontinental cooperation has, however, gone much further than standards. Led by Rutger Friberg, one of the key ideas that came out of our first meeting in Furth

in 1995, was the need for a focus on youth. That idea, the NMRA Junior College Program, is very alive and set for its third year as a feature of our convention in San Jose. The German group, BDEF, has worked with us to develop NMRA Junior College Europe. Be sure to stop by the JCP room in San Jose and see what is going on there. It is well worth the visit.

These are but a few of the accomplishments of the past six years. I could spend pages talking about others: the activism of the Technical Department originally under Ron Gaines and now Tom Draper; the establishment of the NMRA Web Pages through Rich Weyand and the Internet Presence Group; the new publications, latest of which is the revised Data Sheets by Pete Moffett and a host of MMRs, published through the efforts of Ben Pearlman, Jim Zinser, Connie Rudder and more; the tremendous efforts of the membership group headed by Jack Wall and now Burt Reynolds; and on and on. The point is this: The NMRA is moving forward, and will continue to do so under President Pollock.

To the volunteers—national, regional and divisional—who make the programs of the NMRA possible, goes the gratitude of all members. Please remember that we are all representatives of a great association, and our mission is support for the hobby in all its forms. Each of us is an ambassador of the NMRA. As such, those outside our membership will see the NMRA through our actions and our eyes. Please be certain that your actions and words reflect the image you would desire if you were on the receiving end of things. Thank you for all you do to accomplish the mission of the NMRA.

To our professional staff, headed by Executive Director Connie Rudder, who labors so hard on our behalf, please accept my humble thanks and deep appreciation for all that you do. Without you, there could be no NMRA. You labor often in anonymity, yet on a daily basis provide service and support to countless members across the world. You do your utmost to serve our members, and provide the central support that keeps us together.

Finally, I thank each and every one of you, our members, for the opportunity to serve as your President. It has been a wonderful challenge and great privilege to work for you over the last six years. We have accomplished much together, but there remains much to do. You have a dedicated officer and devoted member as your incoming President. Please support him well, for I am confident he will do a wonderful job as your representative.

In the words of Bob Hope, Thanks for the Memories...



Bob Charles

Anthony B. Martin named as Master Model Railroader #296

2000 August

Modeling With the Masters Learning Taken to a New Level

Have you ever been building a model and wanted advice about using a particular method? Wouldn't it be great if you could just ask Allen McClelland or another Master Model Railroader how they would do it?

Although this sounds like a fantasy, it can become a reality if you attend a Modeling with the Masters workshop such as the one I attended in late March. The sessions take place over two and one-half days and primarily consist of hands-on modeling sessions with a lot of coaching available. With a planned ratio of just four students per teacher, you get plenty of individual attention.

This was the third session in the series, which began last year. All of the instructors are Master Model Railroaders, and besides Allen, they have included Pete Moffett, Clark Kooning, and Pete Smith. The projects vary. This time we assembled an InterMountain composite gondola kit, painted and weathered it, and then built a steel plate load.

We also assembled a Design Preservation structure kit, exploring a masking tape method to make painting the window and cornice details easier. Finally, we got into scratchbuilding with con-



George Lile-Henley is shown here scratch building his coal shed.

struction of styrene hopper side extensions for wood chip cars and a board-by-boards tripwood model of a D&RGW coal shed. Those modeling in differing scales are accommodated as much as possible given that identical models aren't always available in every scale and substitutions may be necessary. As an N scaler, I felt comfortable and our S scaler also felt included.

How does this program compare with other NMRA events, such as the National convention clinics? Modeling with the Masters (MWTM) does include some slides and presentation of information, but it goes beyond most clinics by providing extensive actual modeling activities. The MWTM schedule of just Thursday evening plus all of Friday and Saturday takes a smaller bite out of your vacation time than even some regional conventions. The cost is reasonable, just \$395, which includes a shared hotel room for three nights and two nice lunches, plus you come away with about \$75 plus of kits and materials, including a nice work apron. The MWTM attendance is smaller than most clinics typically have, so you get much more personal attention.

The MWTM focus is on beginning to intermediate modelers, and does not get as technical as some convention clinics. However, MWTM doesn't give you the option of choosing between differing clinics like a national convention with its multiple workshop options.

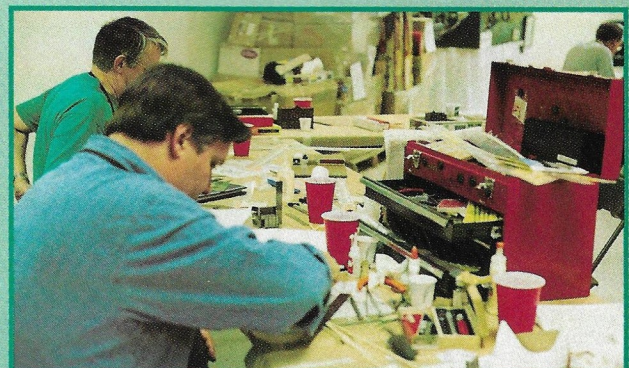
These gentlemen had a good time, so good they didn't mind being our NMRA Super Models. Left to right pictured in our new Hartwell NMRA jackets are Merrill Compton, George Lile-Henley, Scott Perry, Stan Olander, Merrill Gable, Pete Moffett, Chuck Nauman, Jack Boren & Jim Thompson.



So far, all of the workshops have been held in Chattanooga, but the possibility of other locations is being discussed. If you do attend one in Chattanooga, I suggest you consider taking an extra day or two of vacation if you can. The NMRA has an excellent library of books and magazines which is available to members for research. I spent two hours there and wished I had twice the time.

There are other attractions worth visiting in the area, including the Tennessee Valley Railroad Museum located next door which provides short steam excursions and shop tours. Several of my fellow students brought their wives, and there are plenty of tourist activities in the area to keep family members happy. An additional treat this time was that two new NMRA employees attended most of our sessions. It was great to see these two women, with no previous experience, building some nice-looking models. They both said that they now feel they can better identify with and understand our members as they contact them. I think it's just possible that the modeling bug may have bitten one or both of them. It was also informative to hear their questions and get a better idea about how to present our hobby to novices.

I urge you to keep watching *The Bulletin* for the announcement of the next workshop.



Scott Perry definitely came prepared, for serious construction.

As I begin my term of office, I first need to express my appreciation to those who supported my candidacy through the use of the ballot. Hopefully, in the next two years this administration can generate enough interest to encourage more of our members to make their opinions known by exercising their right to vote.

To all of our members, I pledge to do my best to help our association grow and prosper. I can tell you from past experience that this isn't something I can do alone. I can't do it with just the help of the other officers, the Board of Trustees, the staff, the department heads or even with the many hours of members' volunteer efforts within the departments. We are a volunteer organization and we will only be successful with the volunteer efforts of all our members. Some are only in a position to offer support with their dues dollars, while others can offer a few hours a week—and there's a good many able and willing to devote more time to the association.

Every volunteer organization is only as good as the membership's willingness to improve it. We are no different and I solicit your help, however little that may be, to build the NMRA into the association we want it to be. Please offer whatever you can toward our goals of improving member services, recruiting new members and increasing interest in model railroading.

While properly recognized at the festivities of the past convention in San Jose, I would be remiss in not expressing my appreciation to Bob Charles for his past six years of service as our president. I thank him not only for the close working relationship we shared during his term of office, and for his support as I pursued my own vice-presidential agenda, but most importantly for the countless hours of time and personal expense he invested to strengthen and sustain the NMRA. Please allow me to say, both on behalf of the NMRA and personally, thanks Bob!

Another recognition that is well-deserved is a sincere thank you to Peter Moffett. Pete is retiring as the Achievement Program chair. The sum of his accomplishments in the AP, as well as his many other contributions to the NMRA, was recognized at the banquet in San Jose where he received both a President's Award and an Honorary Life Membership. Congratulations and thanks to Pete from the NMRA.

There were also two Distinguished Service Awards presented at the banquet. Both of these recipients have been actively involved with the creation and evolution of the DCC standards, as well as continued efforts with the committee. I offer much deserved congratulations to two of our international members, Rutger Friberg of Sweden, and Bernd Lenz of Germany.

And what a banquet it was! Never in the history of the NMRA can anyone claim a banquet attendance in excess of 1,100 attendees. Of course, having the banquet aboard the USS Hornet was certainly an attraction, but the convention committee—Ray deBlieck and the crew in San Jose—must

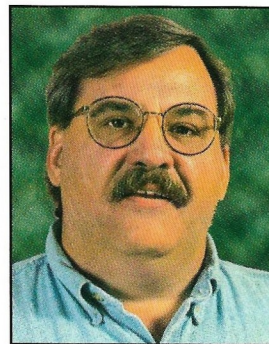
be credited for coming up with the idea, making it happen and now holding the record. While the banquet will live in the memories of the attendees, it should not overshadow all the other activities that contributed to a truly great convention. Their work for the past five years certainly proved successful and set a mark of excellence for future conventions.

Next year's convention is being held in St. Louis, and it is not too early to make plans to attend. It is my own personal privilege to have the national convention and train show in my home territory, my own back yard if you will, since I live in Jefferson City. In that vein, I would join with the chairs, Bob Amsler, Randy Meyer, John "the helix" Hardy and their crew in inviting you to St. Louis next July 8-15, 2001.

One of the programs that I have been involved with for the past three years is the Junior College Program, or JCP as it has become affectionately named. The JCP program is our attempt to combine the interest in computers and model railroading with our young people, who are our future membership. You will be hearing much more about this program in the future, but allow me the opportunity to list below the participating manufacturers who generously gave contributions and support, both in terms of product and manpower, to the JCP in Kansas City, St. Paul and San Jose—many of whom contributed to all three conventions. They include; Abracadata, Aristo-Craft Trains, Athearn, Aztec Mfg. Co., Bachmann Industries, Inc., Design Preservation Models, Digitrax, Intermountain Railway Co., KAM Industries, Lenz, LGB, Marklin, ROCO Modellspielwaren, Wangrow Electronics, Inc., Woodland Scenics and Zimo.

There are many individuals who deserve recognition for making these youth programs successful. I will save that list of names for a future column and at this point will simply say to them thanks from the NMRA. However, I am going to name the local volunteers at their respective conventions, without whom the program would not have happened: Dean Windsor in KC, Jim Perske and Mark Wilson in St. Paul, and Ray deBlieck in San Jose. On behalf of all the children's smiling faces in the JCP room, your contributions are appreciated.

In closing this first address to you, I want you to know that I want to hear from you. It can be suggestions, ideas, complaints, or just a short note letting us know that we are doing something right. Please contact any of the volunteers listed in the masthead or contact me directly. As I stated earlier, we are all volunteers trying to make the NMRA the best it can be and we can't do that alone—we need your help to make it work!



Allen Pollock

*The National Model Railroad Association, Inc.
advances the global model railroading community
through advocacy, standards, education,
and social interaction.*

This, the NMRA's new statement, is a result of many years of discussion and examination of our association by former and currently active members holding volunteer positions. The Board of Trustees' Long-Range Planning Committee has also been actively looking for many years at the future of the NMRA. These efforts came together this past May when a group of officers, department heads and trustees undertook a critical strategic planning process with the help of a professional consultant to update our long-range direction. The Board of Trustees received and accepted the report of this session at its annual meeting held in conjunction with the convention in San Jose. The new mission statement was a part of that report.

Space prevents me from going into a great amount of detail, but I felt compelled to present to the membership an executive summary of the report, listing the long-range goals and strategies that encompass our three- to five-year direction. As you read this, keep in mind that it is a living document, and it will be reviewed and revised as elements are forthcoming and implemented, as input from you the members is received, and as the plan is developed in greater detail. Your BOT's Long Range Planning committee is already hard at work on this matter.

These goals are outcome-oriented statements that lead our NMRA toward its envisioned future. While not listed here in any order of priority, all of these goals will need to be accomplished if our NMRA is to fully achieve its quest. The strategies indicate a sampling of actions as to how we will organize, focus, and expend resources to maximize our effectiveness and efficiency in achieving these goals. These strategies must be reviewed and updated on an annual basis.

By the year 2005, our NMRA will be its members' primary source for model railroad knowledge exchange, education, research, and social interaction. We will:

- Develop and implement a viable information technology utilization plan
- Develop an integrated internal marketing plan focused on ongoing member assessment and market research and the communication of value and benefits to members
- Develop strategic alliances with other organizations to create more resources for members; and further develop our world-class website with a new, strong, membership-only resource section

Our NMRA will be the recognized public spokesperson and leading resource of information for model railroading. We will:

- Develop an integrated, external marketing plan that advances the goals, objectives and image of NMRA to key

selected audiences

- Develop a formalized program for education at the national and local levels
- Develop and use modern communication techniques for access to the association's resources (library, research, and standards) that will create the potential for increased non-member revenue; develop outreach programs for the non-model railroad community (education, charitable work, local communities, education system, etc.)

- Implement additional external NMRA commercial enterprises that create new, non-member revenue, such as selling publications to the public

Our NMRA will be the powerful advocate for the advancement of model railroading. We will:

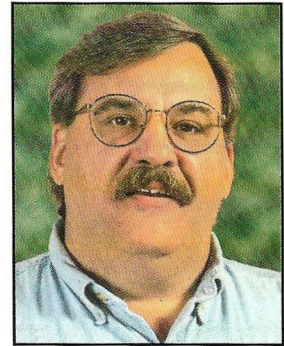
- Aggressively explore the need for and proactively develop new standards
- Ensure compliance with NMRA's standards and other consumer protection for our members
- Develop a program for unifying the efforts of SIG's and other groups into a common alliance and strategic direction to more proactively advocate for model railroading
- Develop and support new technologies in model railroading

Our NMRA will be financially secure in order to fulfill its mission. We will:

- Develop a long-range financial plan
- Design a multi-year rolling budget that looks beyond one year and linked to and supportive of the new strategic plan
- Develop a process to create business plans for activities, programs and services that will have a significant economic impact (revenue, expense, or both)

The report also included a listing of milestones that can help in the evaluation and progress made in our quest to accomplish the above goals. As stated earlier, the BOT Long-Range Planning Committee is already working to implement the actions and policy changes necessary and will be presenting their initial report to the full Board at the mid-year meeting. This will also facilitate transforming the broad-brush stroke goals into specific steps and changes for operation.

Relating to the above financial and operational goals of the association is our annual calendar project, which is due



Allen Pollock

Continued on Page 14

2000 October

to be released to the members in November. This is one of the non-dues revenue projects that have proven successful in the past. I have heard some negative comments about "another solicitation for funds." I would ask each of you to make your own determination in this matter, and if for whatever reason you feel that you cannot support this project, simply hang your calendar and enjoy it! I support these projects financially only because that I feel that I have long since obtained the benefits of my life membership and wish to further support the association and its mission. That is also the reason that I purchase one of each of the association's offerings, such as the book projects, car kits, etc. No one wants you to feel obligated to send in a donation, do it only if you feel that you can and want to do so, and support the efforts of the NMRA.

I am please to inform you that the Pike Registry program is back on track! First I need to thank Paul Rivers for his work in this area until health reasons forced him to become inactive. I also welcome Andy Hauser as the new chairman of the program. The *Official Register of Model Railroads* 2001 edition is scheduled to be issued to all participating Pike Registry members in good standing in February 2001. Included with this will be a new Certificate of Registration suitable for framing. Any member wishing to check the status of their pike registry may visit the website at: <http://www.nmra.org/pikereg/> or you can contact Andy with any questions at pikereg@hq.nmra.org or most evenings at (708) 868-8749. We thank you for your patience as Andy is working very hard to get this program back into full operation.

One final announcement in our attempt to keep you informed. The September issue of *The Bulletin* was delayed because of a number of issues including a change in printing firms. That issue was the last to be produced by the former printer. Obviously, we had to inform that firm of the change in contracts, which placed the printing priority of our magazine much lower on their schedule. Our publishing staff is hard at work to get the production of our magazine back to the normal delivery schedule.

Fred Bossaers named as Master Model Railroader #290

2000 December

Dean Belowich named as Master Model Railroader #297

Wendell Greer named as Master Model Railroader #298

www.nmra.org

The Standards and Recommended Practices

By Roger P. Hensley

One area of the "NMRA on the Web" site is the section on the STANDARDS and RECOMMENDED PRACTICES. All of the NMRA's Standards and RPs may be found there. They are broken down into the Basic Standards, DCC Standards and Module Standards and then into the Basic, DCC and Module Recommended Practices. In effect, this is 'One Stop Shopping' for much of the technical information that affects the interchange of equipment.

Standards are those things found to be necessary for interchange or interface of equipment, whereas, Recommended Practices are recommendations from the Technical Committee that have been determined by actual tests to be beneficial to operation (they work).

You will find that many of the Wheel and Track Standards are formatted with Minimum and Maximum dimensions. This simply means that the ideal is somewhere in between and it is necessary to read all of the information in the particular Standard, and the associated Standards as well, to get the maximum benefit from them.

The Basic Recommended Practices are things that work that may be applied immediately without heavy involvement with the Standards themselves. Start here for those basic things that you can and should apply! RP-2, NMRA Standards Gauge is the tool of many uses for track, turnout and wheel dimensions and settings that are found in Standards S-3 and S-4. The HO gauge even gives you the shape of clearances for equipment on straight track, the same shape that you find in S-7 Clearances.

(See, they do work together.)

Other basic recommended reading is RP-9 Electrical, RP-10 Trackwork-General, RP-11 Curvature and Rolling Stock and RP-20.1 Car Weight. Using just those 5 RPs as a reference and by buying equipment and wheelsets that comply with the RP-25 Wheel Contour, you can improve the on-time performance of your railroad by avoiding those costly derailments and poor equipment performance.

Are you thinking about building your own turnouts? Then take a look at the appropriate RP-12 Turnout Dimensions for your scale and follow that with RP-13.5, 13.6, 13.7 and 13.8 for Guard Rail, Frog, Wing Rails and Flangeway Flare information. Or perhaps you want to know more about how DCC works. There is the S-9.1 DCC Electrical Standard and the S-9.2 DCC Communications Standard as well as the RP-9.1.1 Electrical Interface & Wire Color Code, RP-9.2.1 DCC Extended Packet Formats, RP-9.2.2 DCC Configuration Variables, RP-9.2.3 DCC Service Mode, RP-9.2.4 DCC Fail Safe and DCC Glossary (draft)

So, set your browser to <http://www.nmra.org> and select the Standards and Recommended Practices link to check out all of the riches available to you there. These pages are as up to date as we can make them. They incorporate both Pending and finalized changes as they are proposed and are made. While you're there take the link to the Conformance and Inspection pages to learn more about that program.

Since taking office as your president less than five months ago I have been reflecting on the breadth of our organization and the people who laid the foundations for the NMRA. We are indebted to them and to those who built upon that foundation, adding a structure and even a superstructure that has evolved into our current configuration. In my research of old *Bulletins*, the best source of history and composition of our organization, I find that periodically we have evaluated our effectiveness and reorganized in light of our strengths and weaknesses. Experience shows that when the NMRA did this in the past, it positioned itself to address problems and be more responsive to its membership. Such a time is upon us now.

We need to take a serious look at ourselves in the mirror, study the reflection, analyze what is pleasing, strong and relevant in 2001, and change those parts of the reflection that are either no longer necessary or are displeasing problems that have plagued us in the recent past. We cannot simply continue on the same path that we have followed for so many years.

My new position as president has exposed me to many aspects of the NMRA that were simply not in my purview in the past offices that I have held. While I was aware of many of the overall areas that needed attention, I wasn't directly responsible for all of them. Now that I am, I wonder if there is enough time in the day to get to all of them in a timely manner. It is a challenge at times to decide where the time and energies need to be directed.

I know that I cannot do it alone, and you can't do it alone. But together, we can make a product greater than the individual sums, and working together we can overcome the problems.

The immediate problem that you as members, and your respective elected representatives, have been diligent in bringing to my attention is the publication and delivery of this magazine. I have been on the telephone and e-mailed with *The Bulletin* staff constantly trying to work through the problems encountered in delivering this publication to you. While we have identified some areas that we can and have changed to prevent delays, there are also items simply not under our direct control.

The best example is the problems with the previous small printing firm in which we were one of their big fish, and after being purchased by a larger conglomerate, we suddenly became one of many small fish. Changing firms was the answer, but we then had to fit into their schedule. I know that no one feels worse about the circumstances than our publication staff, nor I, and we share your disappointment and frustra-

tion, but we are heading in the right direction.

These types of problems are immediate and can be fixed, but we also have major overall issues that must be corrected to make this organization stronger. We will end the deficit spending that is plaguing us. We also need to overcome the stagnant membership growth. We have no problem recruiting new members, but the renewal rate is much lower than we enjoyed many years ago because those new members are not finding what they are seeking at this time. We must find ways to address that situation.

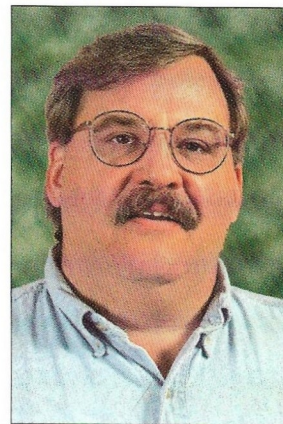
There are remedies already in the works, and the future is looking bright. The Long Range Planning Committee will be presenting the first of the proposals, formulated since last

spring at the midyear BOT meeting, at the end of February in Chattanooga. There is also a new item on the web page, a Beginners Page, that has been drawing and keeping potential new members on our website.

About five years ago, some volunteers in the organization undertook a much needed project to upgrade our antiquated data processing system. Due to the financial constraints, they were forced to do this off budget with donated funds. The first stage was accomplished because of the generosity of so many individual members as well as many of our regions and divisions. Their second objective was to continue to upgrade and not become outdated again. I would like to recognize the Mid-Continent Region for another donation of \$5,000 which enabled us to acquire a new server and upgrade much of the software in the office and the library.

Thanks MCoR. There is always more to do in this regard and I would hope that more of our regions and divisions would choose to step forward to help.

To those of you who have taken the time to write, please know that I am struggling to keep up with my correspondence, and will get back with you as soon as possible. I appreciate all the thoughts, concerns, suggestions and other remarks—you will get an answer from me.



Allen Pollock

**...periodically
we have evalu-
ated our effec-
tiveness and
reorganized in
light of our
strengths and
weaknesses.**

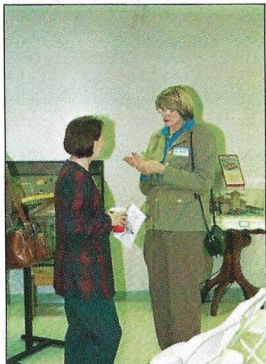
2001 January **Howell Day Museum Dedication**



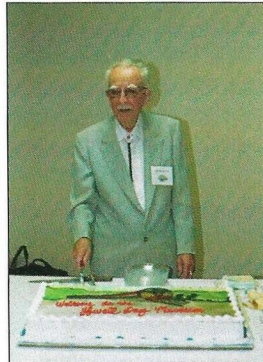
Refreshments served at the museum dedication included this beautiful cake specially decorated to commemorate the occasion. Sadly, this picture is all that remains, as it tasted as good as it looks. Everyone attending got at least one piece.

You would never have guessed the last week of October had been one of feverish preparation and extraordinary challenge as NMRA Executive Director Connie Rudder stepped to the podium on Nov. 4 to welcome over 100 members and guests to the dedication of the NMRA's Howell Day Model Railroad Museum. This first public event held at the museum demonstrated the progress achieved to those in attendance.

The guests of honor at the dedication were Mr. and Mrs. Howell Day. Day, namesake of our museum, was delighted



Executive Director Connie Rudder talks with Peg Becker, spouse of former NMRA Secretary Bill Becker, about the museum and its objectives.

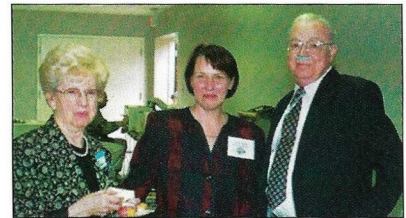


Howell Day puts the first ceremonial cut in the dedication cake.

with the progress, noting that this event was one he had been looking forward to for a long time. At age 94, he commented that this was "much better than a birthday party." In his remarks to the group he said, "I plan to live to be 100, and look forward to the public opening of this museum." He lingered long at one of the exhibits he



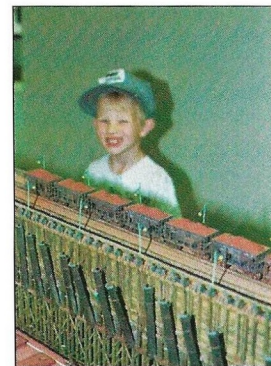
Director of Development Bob Charles presents Howell Day to the audience at the dedication of the NMRA's Howell Day Model Railroad Museum. At age 94, Mr. Day is clearly delighted with the proceedings, as his wife, Ruth, looks on. He then gave thanks to the ardent supporters of the museum in attendance, and noted that he now had seen "just about everything."



Executive Director Connie Rudder shares refreshments with proud parents Virginia and Dewey Rudder after the dedication ceremonies.

donated, a beautiful oak-framed display of 200 HO-scale cars comprising one of each of the Red Ball line of cars he had produced in his many years in the hobby business. Day saved one of each of his kits and began constructing them upon retirement. Each is extremely well done, and will be a source of much interest for those visiting the museum. With understandable pride, his smile throughout the day said it all!

NMRA President Allen Pollock added his congratulations to Day. "Without the foresight of Howell Day, this long awaited moment would never have happened." Pollock addressed the group, thanking the Museum Committee, the many donors and



An unidentified attendee is delighted with the fabulous ore dock of John Reynolds. Youthful fascination with trains is one of the specific objectives of the museum. Looks like we are succeeding with this one.

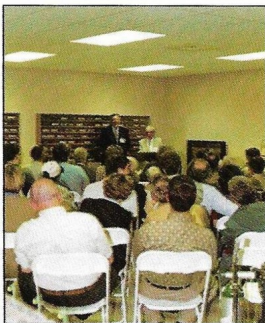


President Allen Pollock presents an NMRA sweatshirt to Mr. Day.

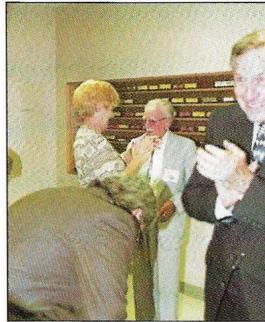
the NMRA staff who worked so hard to make the event a success. "Mr. Day, we are committed to making this the finest museum of its kind, and we will accomplish that objective without using membership dues funding," Pollock said.

Len Polinsky, John Blanchard and Jim Callahan, members of the Southeastern Region, made a special presentation in memory of Master Model Railroader Mike Callahan. One of Callahan's dioramas, restored by Blanchard, was presented to the museum along with a donation of \$5,000 in memory of Mike. Day gratefully received the donation on behalf of the museum. Three other major Callahan dioramas will be presented at a later date.

The day started with much nervousness and activity, as one of the major exhibits, a magnificent HO_N3 layout donated by Cliff Springmeier of Anaheim Hills, Calif., arrived around 6 a.m. on Saturday. This 2,400-pound exhibit measuring 13' x 8' x 6.5' high required extensive rigging to move the many miles east to its new home. The arrival and unloading of the layout was accomplished by 9 a.m. Surprisingly,



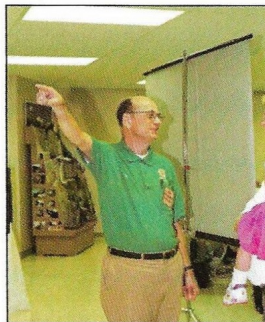
Howell Day discusses his history in the hobby with the audience. He asked Director of Development Bob Charles to stay with him "in case I forget what to say, 'cause you really can talk."



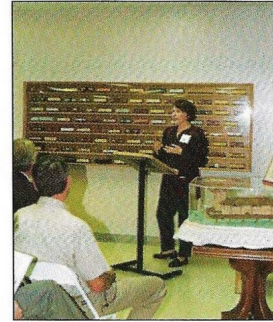
A proud Ruth Day prepares Howell Day for the dedication ceremonies with a quip to the amusement of the onlookers.

the only damage to the layout—after a trip over Springmeier's house by crane, loading into a trailer, a cross-country trip, and unloading in Chattanooga—was a break in a small section of plaster retaining wall. Scott Perry and Al Boos were able to repair this minor problem within an hour, and the layout went on display. It was installed in a large tent outside the building and was the hit of the day. After renovations to the building, including widening of the access doors, the layout will be fully operational in our museum.

Other displays available for viewing included a magnificent, operating, 16-pocket ore dock that required 11,000 hours to construct; a module depicting the Etowah, Tenn., station and coal dock; the Apple Valley display layout; the Columbus, Ohio, station of the Toledo & Ohio Central in 1870; and a huge diorama depicting a mountainside train wreck and cleanup on the Canadian National. A spe-



MMR Allen McClelland talks with dedication attendees. NMRA's Modeling With The Masters program ran concurrently with the dedication, and provided a "living display" of modern modeling techniques.



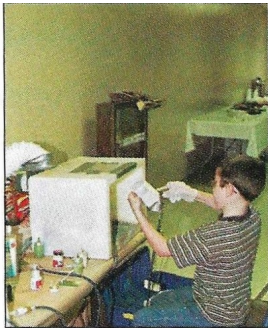
NMRA Executive Director Connie Rudder welcomes the attendees to the dedication of the museum. Behind her is a portion of the Howell Day/Red Ball display while the foreground table holds a model of the Toledo & Ohio Central station in Columbus, OH, circa 1870.



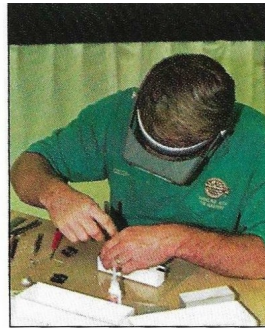
Modeling With The Masters student Scott Perry teaches a guest at the dedication how to use an airbrush. Judging by the intensity of the student, Scott may well have "hooked" another modeler!



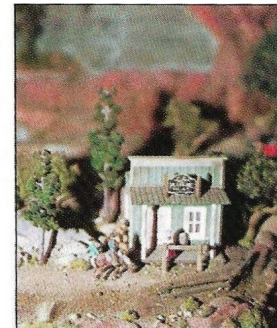
(L to R) Len Polinsky, John Blanchard and Jim Callahan present dioramas built by the late Mike Callahan, MMR to Mr. Day and the museum. These outstanding models were restored by John Blanchard to Len's left. A \$5,000 dollar maintenance endowment accompanied the models.



Scott Perry, a student at NMRA's Modeling With The Masters program, running concurrently with the museum dedication, provided instruction to this youthful modeler in airbrushing techniques. Judging by his obvious success, it would appear that the instructions are providing positive results.



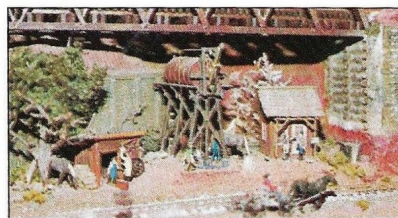
Modeling With The Masters is an excellent way to hone your skills. Almost seems that this photo is a throwback to an early MR ad: "I can't work without it!"



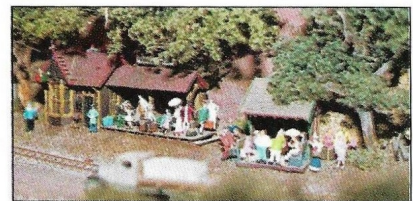
One of the highlights of the dedication was the introduction of the Springmeier layout that arrived just in time from California. Here we see one of the many vignettes on this outstanding layout.



NMRA staffer Debi Bennett participated in Modeling With The Masters to gain a better understanding of what our members do. Here she is working on one of her models. Nice job, Debi. Welcome to the hobby!



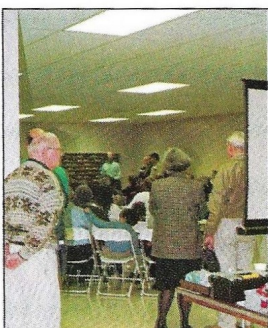
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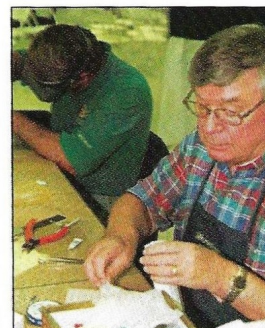
One of the highlights of the dedication was the introduction of the Springmeier layout that arrived just in time from California. Here we see one of the many vignettes on this outstanding layout. Note the many people in the scene and how it seems to come to life!

cial treat was a "live modeling display" by the members of the Modeling with the Masters class that was being conducted concurrently with the dedication. Instructors Clark Kooning, Allen McClelland, Al Boos and their students provided guests with a firsthand look at the

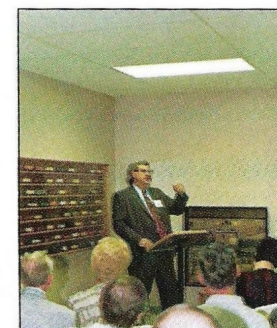
intricacies of scale modeling. Students and instructors alike enjoyed the opportunity to exhibit their skills to the attendees of the dedication while the attendees appreciated the work in progress.



It was standing room only during the museum dedication.



Modeling With The Masters provides opportunity for students to work "hands on" with many of our well-known MMRs.



NMRA President Allen Pollock provides the keynote address on the history of the museum at the dedication ceremonies.



With the Apple Valley layout in the foreground, it is clear to see that there is standing room only at the museum dedication.



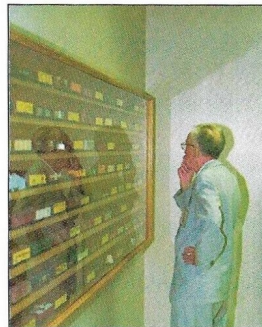
President Allen Pollock and Mrs. Ruth Day discuss the day's activities as a member of the Day party looks on with interest.



Executive Director Connie Rudder and an unidentified member exchange ideas on the museum. From the look of things, our member is enthusiastic, and that enthusiasm is shared.



With the gorgeous ore dock in the foreground, it is clear to see that there is standing room only at the museum dedication.



One of the more poignant moments at the dedication occurs when Howell Day quietly examines some of the 200+ Red Ball models on display that he constructed after his retirement and donated to the museum. This collection represents one of each of the models that Mr. Day produced under the Red Ball name.



Members of the Chattanooga Model Railroad Club, among many others, attended the museum dedication.

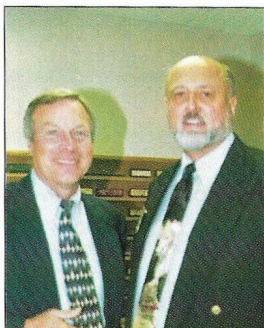
With completion of the dedication ceremonies, we have made a great beginning to reach our goal of opening a quality museum. The developmental work of the

museum must continue to reach the final ribbon-cutting ceremonies when we open to the public. While dedicated, the museum is now nowhere near ready for opening. Significant funds are required to complete the efforts. Full displays and appropriate lighting must be built and integrated. Appropriate permanent staff, including a skilled curator must be hired. Renovations to the building need accomplished. And interactive elements must be created. All of these things are needed to reach our objectives.

Plans are being developed to include many more displays and some of the material to accomplish them is already in house. Planned displays include a 1950s vintage hobby shop, a diorama depicting the railroad history of Chattanooga, the development of the model railroad manufacturing industry, the Model Railroad Industry Association Hall of Fame, a "Hall of Brass," and the history of scale modeling. Some of these displays are planned to be interactive, allowing the visitor to learn more about our hobby.

All of this will require additional funding. If you wish to help in this effort, please contact our Executive Director in Chattanooga or Bob Charles, Director of Development and let them know of your interest.

With your help, the NMRA's Howell Day Museum will become an outstanding resource for your association to teach our visitors much more about our wonderful hobby. NMRA Headquarters will become a "must see" stop on a visit to the Chattanooga area.



Editor Randy Lee of Model Railroading magazine enjoys a moment with Director of Development Bob Charles after the dedication.



Executive Director Connie Rudder, Howell Day and Development Director Bob Charles enjoy the moment. The dedication day was a resounding success from any viewpoint, and many attendees promised additional future support to the museum effort.

I am pleased to tell you that our web volunteers have instituted a new feature on our web site. "NMRA News" is the name of the new selection that you can choose from in the menu bar to obtain up-to-date information concerning matters about the association. This site is being provided to get information to our membership as quickly as possible. The NMRA News provided on this site will also be made available to members that do not have a computer, or other access to the internet, using this publication.

Two topics are currently available within this menu selection. The current news explains the printing problems and the recent delays in getting this magazine into your hands, as well as the mailing schedule to get the magazine back to a timely basis. Please take advantage of this new feature to obtain the detailed explanations on this matter.

The second section is the "Want Ads." It is designed to let you know what areas are in need of additional volunteers to help staff our various departments and carry out the respective functions of those departments. As I have stated in previous columns, there is a need for volunteers in virtually every department of our association, however, the current listing talks about the need for help with the web pages. By the time you read this, there will also be a message concerning our need for help within all phases of the Technical Department. If you can help with either of these duties, please let me know and I will be happy to forward your name to the appropriate director.

I am pleased to tell you that Rich Coleman has accepted my appointment as the Education Department Director. Rich recently retired from the Achievement Program and we welcome him back to service for the NMRA.

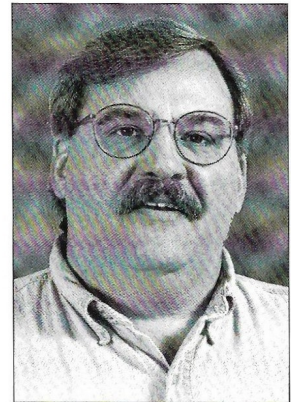
This newly created department will have general oversight of the Achievement Program, the Modeling with the Masters Program, the Model Contest, and the Junior College Program. These are current programs headed by a respective volunteer Program Manager. Rich will be responsible for developing the new department and creating new programs for the membership.

Most of you will recall the Boy Scout Railroading Merit Badge program that was created and presented at the national scout jamboree several years ago. This program was implemented under the leadership of Charles Anderson and other

NMRA volunteers in Texas. Nearly 1,500 attendees went through this program and learned about model railroading. The program was also available to youth during the national convention in Kansas City in 1998. The scouting program is just one of the activities available under the group "Rail Awareness for Youth." They are planning a similar Boy Scout Railroading Merit Badge Pavilion at the 2001 National Scout Jamboree, July 20-August 3, at Fort A. P. Hill, Virginia, and expect to need a great number of volunteers to help present this program. If you're interested in helping, please let me know and I can get you in touch with Charles.

I am writing this edition of my column just prior to leaving on my trip to the annual toy fair in Germany. Vice President Roberts will also be making the trip and together we will be meeting Don Korthout of the Netherlands Contact Groep in Nuremberg. The intent is to continue the relationship with our European counterparts, discuss standards, promote membership, and to encourage additional manufacturer participation in our JCP and our National Train Show. Periodically I have heard comments about why does NMRA fund these trips. These visits are not funded by the NMRA budget, but come out of the participants' own pockets, to help spread the word of the association and lay a foundation for future joint activities.

The Budget Committee and the mid-year Board of Trustees meeting is scheduled to be held in Chattanooga the third week in February. I encourage you to contact your regional trustee prior to this time to provide your input on matters that you are interested in conveying to them and the national body. There will be information appearing in future columns and articles on matters that are debated from both of these important meetings.



Allen Pollock

**This site
is being provided
to get information
to our membership
as quickly as possible.**

2001 May

Lex A. Parker announced as Master Model Railroader #300

2001 August

It is with deep regret that I announce the resignation of Executive Director Connie Rudder, effective June 30.

For over eight years, Connie worked tirelessly to make the NMRA better, not only for our members and volunteers, but for our employees as well. Her recent accomplishments include authoring the NMRA Y2K Plan used in reorganizing NMRA departments, and working with the Library staff to bring the ORER and Porter

the Howell Day Museum that will bring us closer to the day of its grand opening.

Understandably, Connie's departure leaves a huge void that must be filled. To that end, a search committee has been formed to locate and screen suitable candidates for the position. However until a new executive director has been named, Administrative Manager Debbie Bennett and Library Director Gordon Belt will report to Vice President John

**All of us in the
NMRA family wish
Connie well and thank
her for her eight years
of dedication to the
NMRA.**

Locomotive books to publication. She was also instrumental in creating a much-improved benefits program for our employees at a lower cost than the previous plan.

On many occasions, Connie served as the "voice of the NMRA" through public speaking engagements, radio and television interviews, and as a guest clinician at region conventions all over North America. She also spent countless hours coordinating activities for

Roberts, while department heads will report directly to me. This will allow the association to function as smoothly as possible during this transition period.

All of us in the NMRA family wish Connie well and thank her for her eight years of dedication to the NMRA.

—Allen Pollock
President, NMRA

2001 October

John Campbell announced as Master Model Railroader #301

Al Feinsod announced as Master Model Railroader #303

2001 November

Kermit Paul announced as Master Model Railroader #302

Howell Day Museum Picking-Up Steam, updates...

All of us directly involved with the Howell Day Museum project are very excited about several recent donations that I'll talk about and overall progress that will lead to the future grand opening. Quite a bit of behind-the-scenes work has taken place since the dedication in Chattanooga last November. A number of significant donations have been received in recent months including Irv Schultz's turn-of-the-century-era model railroad depicting Great Lakes railroading—a true masterpiece. Other recent donations include Allen McClelland's V&O town of Clintwood, Va., and Tony Koester's Midland Road Dispatcher's panel. Needless to say our basement in Chattanooga is rapidly filling up with models that will truly make this the premier museum in the country depicting the history of scale model railroading.

As with any endeavor of this magnitude, it takes a considerable effort on the part of many of our fellow members to make the vision become reality. We are in need of continued monetary support through donations as no dues dollars will be used to make the museum a reality. Gordon Belt is now the main contact in Chattanooga for inquiries about donations and possible volunteer help needed on projects. Our current museum committee includes myself as chair, Allen Pollock, Hal Carstens (Carstens Publications), Lee Riley (Bachmann), Charlie Getz and Bob Charles. Jim Zinser, Bob Brown, Jim Sacco, Pat Harriman, Don Bachand, Scott Perry, the headquarters staff, library staff and countless others have contributed much needed volunteer time when the committee has needed it. Also, noted model builder and railroad historian Wayne Wesolowski is currently laboring over construction of a large-scale model of the steam engine "Dorothy" which will hold a prominent spot in the Museum.

The committee met in St. Louis and we plan to have another major strategy session that will occur about the time you read this article. Some big issues include the final space utilization design for the building which means moving the HQ operation

to the 2nd floor, leaving part of the main floor for museum and library and the basement for museum and storage. Specific plans will be needed for final museum setup. Pat Harriman and Lex Parker will be working on this plan on into early 2002. The museum space will include plans for:

- A history of railroading in Chattanooga, centered on the Tennessee, Alabama & Georgia Railway (TAG).
- A "Hall of Brass."
- A re-creation of a 1950s era hobby shop.
- A depiction of the "fantasy" of the hobby which includes much of Cliff Springmeier's layout.
- A history of scale model manufacturers and their influence on the hobby.
- Interactive displays with hands-on exhibits for both children and adults.
- Displays from prominent model railroads donated by the builders which feature displays from many decades—1920 to present.
- A space for traveling displays on various railroad topics.

We are currently getting started on setting up the museum to be a separate nonprofit corporation with a separate board for governance purposes. We hope this gives us greater access to future grants and funding. By early 2002 we will have the museum prospectus completed. It will be very similar in look to the library brochure that we now use. Watch the NMRA web site for more information as we plan to use this communication page for posting progress on the Museum.

We sincerely hope that we can open the doors sometime in 2003, but a lot of major construction work and volunteer time will be required to make this happen. The timeline is a very dynamic thing right now and it will hopefully be much clearer after our November meeting. The Howell Day Museum dream is truly beginning to take shape—watch for more in future issues.

This month I would like to address one of the most common reasons I hear mentioned for not being an NMRA member. It is a recurring theme for past members not renewing, as well as for model railroaders not joining at all. While this situation is commonly found at the division level, I have heard references to it at all levels, even our national convention. That theme is the impression that NMRA members are elitists. Our dedication to the mission of the NMRA, our desire to promote our hobby, and our resolve to strengthen our organization sometimes cause us to focus more on the issues than the individuals. We can appear to be self-absorbed and uninviting.

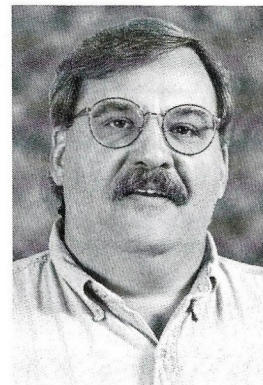
I firmly believe the first contact, and perhaps the most critical with our association, is at the local (division) level. Most of us learned about the NMRA from another model railroader, and the first several human contacts that each of us had was with the local group. My point here is not to criticize the members of the divisions of the NMRA, but rather to discuss the enduring value of those initial encounters with members of our association. We must all strive to be welcoming and make the first move toward the new person.

Few of us have the social skills to walk into a relatively unknown group of people and feel comfortable or secure enough to actively engage in conversation. In fact, sometimes the group views that action as aggressive. Remember back to the first division meeting, regional convention, or national convention that you attended. You were naturally drawn to the first friendly face, the person that you had met previously, and if you happened to be in a crowd of total strangers, to the one who stopped and gave you a few minutes of his or her time. This person made a lasting impression and helped you feel like you belonged.

A good example of this experience happened at a midyear meeting of the Board of Trustees many years ago. A member who was selected as a proxy by his region was sitting by himself, not knowing anyone, probably knowing many by name, but not having met anyone outside of the traditional introductions at the beginning of the meeting. I went over to him, re-introduced myself, and invited him into the conversation. He later thanked me for doing that. That simple act was the start of a new friendship. My own initial experiences were, fortunately, much like that

of the proxy trustee. I remember several Mid-Continent Region members striking up conversations with me at my first convention in Oklahoma City in the early 1970s. I then looked forward to renewing acquaintances at the next gathering. Holding a national office has certainly increased my comfort level in new groups. Many people recognize me and take the first step in making me feel welcome.

I am usually as guilty as the next person about not making myself available to the new attendee or taking the time to seek out those standing on the outskirts of the group and inviting them to participate in the activity. Even in a group such as the Board of Trustees there is a tendency to converse in smaller groups. We're there to conduct business, and our time together is limited. We may sometimes forget that our most important business is membership. In addition to providing resources for model railroading, the benefits of NMRA membership promise interaction with people sharing the same interests. Our actions must reflect a commitment to providing these opportunities.



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According to psychologists, the most basic human needs are biological, followed by the

need for safety and security. Next comes the need for a sense of belonging. Through affiliation, humans can gain confidence, knowledge and understanding, and, ultimately, self-fulfillment. This hierarchy of needs can easily be applied to the organizational setting. If we want active, committed members eager to work toward our mission and goals, they must first see in the NMRA something and someone to identify with. This can only happen on the personal level.

I urge each of you to take a few minutes the next time you are attending a model railroading function, and seek out that person standing alone. Walk right up and introduce yourself. Be an ambassador for the NMRA, and make all participants feel welcome.

Announced that Bill Myers is new AP in Midwest Region

Web presence enriches association

I am beginning this month's column by extending my congratulations to the Vallejo Model Railroad Club for reaching its Silver Jubilee. This California club celebrated its 25th Anniversary with a reception and activities on Nov. 3. I really appreciated the invitation to attend the festivities, but simply wasn't able to make the trip to the west coast. Here's wishing you another 25 years of continued success and promotion of our great hobby.

I would like to spend some time recognizing our Internet Presence Committee, and extend the association's deepest appreciation to each and every member who has worked so many hours to make our web page a reality, and a successful additional source of membership information. Special recognition is extended to Rich Weyand, who has recently resigned as the IPC chair to take on a new role as the Special Interest Group coordinator with the Meetings and Trade Show Department. Roger Hensley has accepted the appointment of the IPC chair, and will continue serving as our Webmaster.

A little over seven years ago, a group of members joined together to discuss putting the NMRA on the World Wide Web.

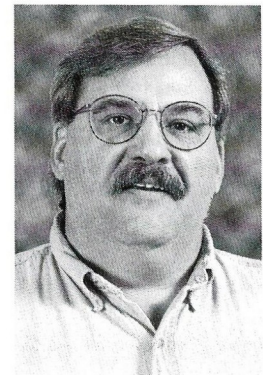
This group enabled Rich to make a proposal to the BOT at the midyear meeting in January 1995. Rich became the first chair of what was to become the IPC and its first Webmaster. Under Rich's guidance and leadership of the web site volunteers, the web site was opened and has become the comprehensive reference work that we now currently enjoy.

After the initial appearance of the web page, and its continued development, a series of e-mail alias addresses were created to improve the communication between the NMRA administrative functions, the officers, trustees, department heads, committee chairs, regional presidents, and other volunteers within the organization. A working e-mail group still exists for discussion and implementation of web page development. The feature on our web page that I receive the most comment on is the World Wide Directory, one of the most comprehensive listing of model railroad suppliers on the web. There is also a general NMRA discussion list that has been created for the membership at large.

The NMRA discussion list is available to any member who has internet access. Details for joining this discussion group are available at the web site. Simply go to the home page and hit the link to the information in the navigation bar. You simply provide

your name, address, and membership number, and following verification of the member number, you can join in the discussion. This feature was put together by Steve Knowles, Eric Schnoebelen (the host), Jack Pettee, Mark Johnson, and Roger Hensley. Almost 100 members had signed up within the first month of this offering.

Another relatively new attraction at our web site is the Beginner's Page. On Christmas Eve last month, this page was one year old, and had received 42,810 visits. This section was cited in the *New York Times* as well as *Parade Magazine* as one of their picks among interesting places to visit on the web. This location is consistently in the top 20 visited locations at our web page. The Beginner's Page Project Committee made this feature available, and our thanks go out to



**THIS SECTION WAS CITED IN
THE *NEW YORK TIMES* AS
WELL AS *PARADE MAGAZINE*
AS ONE OF THEIR PICKS
AMONG INTERESTING PLACES
TO VISIT ON THE WEB.**

William Cheatwood, Kevin Comerford, Jennifer Eble, Eric Hansmann, Roger Hensley, Frank Kastenholz, Clark Kooning, Doug Menke, Jack Pettee, Ross Pollock, John Shaw and Rick Shoup. Also special thanks to Richard Dilley, Kurt Kramke, Mary Miller, Paul Templar and James Wilhite, who supplied articles for use on

this section. We also thank *Railroad Model Craftsman* for granting permission to use three articles previously published by them and authored by Roger Hensley.

All of the above mentioned members, as well as the many more that are not specifically named have played an important part in allowing the NMRA to have a presence on the internet. All of you have worked very hard in your volunteer efforts to the association, and have our gratitude. One of the amazing little-discussed facts of this whole operation is that they provide the entire web opportunities at no cost to the association, including the server space upon which our web page is contained and available to anyone with access to the internet. I realize that not all of you reading this have a neither computer nor internet access. But you know someone who does, and you owe it to yourself to ask them to show you www.nmra.org.

2002 March

The NMRA library is your research resource

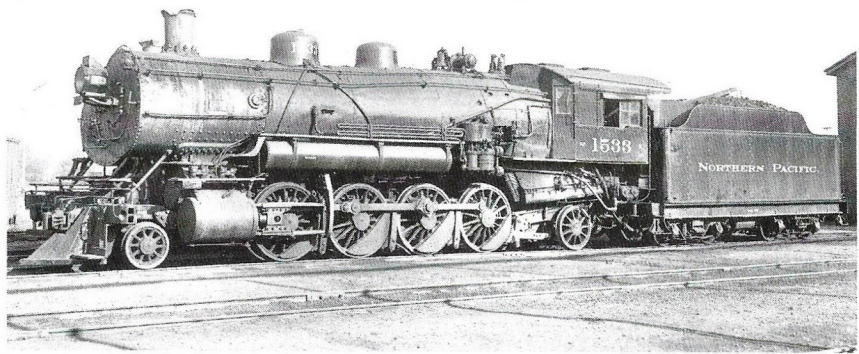
BY GORDON T. BELT,
LIBRARY DIRECTOR

Many of you may not be aware of the NMRA's Kalmbach Memorial Library and the services that it provides. To those that do utilize our services, we thank you and hope that you continue to enjoy the wealth of information that only we can provide. To those who have never used the Kalmbach Library, or have questions about how to take advantage of this worthwhile member benefit, I would like to suggest that you give us a try.

Your library is home to a wide variety of prototype and modeling related material. We assist modelers, model manufacturers, railroad enthusiasts and historians on a variety of topics, and we can assist you too. Among our many offerings is the Bruce Meyer Collection, a huge compilation of former EMD Diesel Paint Diagrams generously donated to the Library by Mr. Meyer. The collection is arranged alphabetically by railroad, and it is very likely that we can find a paint diagram from almost any era to fit your modeling needs.

Another collection that I would like to mention is the collection of railroad structures senting over 100 railroads from across the country and includes a special emphasis on a handful of western roads. Among the featured western lines are the Western Pacific, the Southern Pacific, and the Atchison, Topeka & Santa Fe.

These are just two of many collections housed at your library. In fact, the Kalmbach Library is home to over 3,500 books, 35,000 magazines and over 100,000 photographic images, plus hundreds of motion picture films, videotapes, sound recordings, and manufacturer's catalogs, flyers and kit instructions. The Library also publishes a number of books, including reprints of the *Official Railway Equipment Register*, *Freight*



This photo is one of hundreds featured in the Harold Miller Negative Collection. Miller's eye for detail captured in this photograph can provide the modeler with detailing opportunities that are available nowhere else.

focus upon is the Harold Miller Negative Collection. This one-of-a-kind collection focuses primarily on steam during the mid-1930s to mid-1940s. Consisting of more than 5,000 images of railroad structures, locomo-

Terminals & Trains, *Porter Steam Locomotives: Light & Heavy*, and the instructional NMRA *Clinic Book* series. Since its dedication in 1988, the NMRA's library has been a central source of information on both the hobby of model railroading and the prototype, providing answers to research questions from all facets of the modeling community.

Many who are new to the library ask us how they can access our research services. A simple phone call, fax, letter or e-mail will do. Whether you have a specific question about a prototype, or are trying to track down kit instructions for a model that you purchased at an auction, the Kalmbach Memorial Library is likely to have the information that you need.

tives, and cars, the Harold Miller Negative Collection is one of the most impressive resources maintained by the NMRA's A. C. Kalmbach Memorial Library in Chattanooga, Tenn. The collection contains photos repre-

We answer between 80 and 100 research questions per month from NMRA members, model manufacturers, and railfans of all generations. Members can also rent clinic videos from the library, as well as purchase duplicate books, photographs, and photocopies of articles, all at significantly reduced prices. Non members typically pay twice what NMRA members pay for research services, and NMRA members receive priority routing.

If you have never given the NMRA's library a try, I encourage you to make use of our services. Please call us at (423) 894-8144, or visit our web site at www.nmra.org/library. You might be surprised what we are able to find.

2002 March

Robert Stetson announced as Master Model Railroader #304

Carstens celebrates 50 years

I was told when I first started writing this column that I should really pick one topic and expound on that one item. I have come to the conclusion that at least at this point in time that suggestion is almost impractical to accomplish. It seems that each and every month a handful of important items come forth that I think need to be relayed to the membership.

The first such item this month is to send our congratulations to Hal Carstens who, on Feb. 1, celebrated the 50th anniversary of beginning work as an associate editor for the magazine that he now owns. Our best wishes to the entire family, and our thanks to Hal for his support and encouragement of both the NMRA and the hobby of model railroading.

Life members continue to contribute extra funds to the NMRA, and the fact that they are unsolicited is even more noteworthy. This generosity has also caused a note to appear in my mail from two long time members, Dean Freytag and Dr. Robert Chait. Both of these members have been longtime supporters of the association, in financial terms as well as volunteer time. This time they have pledged \$2,500 to a matching funds campaign. They explained that their intent is not to upstage the life member efforts, in fact they go on to explain that it is just the opposite and that every NMRA member should applaud the efforts of the life members and their pioneer spirit. They figure that there are numerous individual members, clubs and other organizations

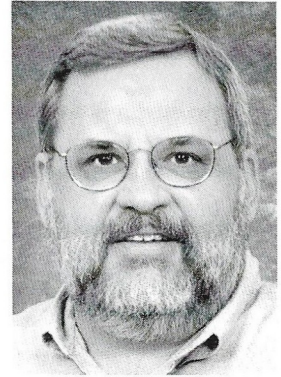
willing to help, and urge them to take similar steps to support our wonderful hobby. With this challenge pledge, we will establish the NMRA DYNAMIC FUND, and as soon as contributions reach the matching \$2500, I will be able to notify Dean and Robert to send in their matching amount. Should you care to participate, please make your checks to the NMRA Dynamic

Fund and send them to me. I will then forward them all to our treasurer. You will find my name and address on the facing page. Please help me to get into their pockets!

While on the topic of contacting me, I want to again mention that I continue to struggle to keep up with your e-mails, letters, and other contacts. Each and every comment is important to me, and they are all read, and your comments are shared with the appropriate parties, but the volume continues to be overwhelming. E-mail is the preferred method of contact (see facing page for e-mail address) as I can get an acknowledgement and reply to you much quicker than the more conventional forms of correspondence. For those that don't have e-mail access, I welcome your

letters. I am working on the stack of written correspondence as fast as I can and I still intend to respond to your letters. Please bear with me.

I have just returned from the annual Toy Fair in Nuremberg, Germany and am pleased to report that while I was only there for the first three days of the weeklong fair, the aisles of the train building were packed, much more so than the aisles of many of the other buildings that I was able to visit. Vice President John Roberts and I met with Roco and Marklin, manufacturers who have supported our JCP Program for kids from the very beginning, and were accompanied by British Region Trustee Stephen Park, Netherlands Contact Group member Don Korthout, as well as JCP father and DCC author Rutger Friberg. Part of this group also met with representatives of Fleischmann as well as with Hans Tillig of TilligTT concerning NMRA matters. VP Roberts and I, along with members of the NMRA DCC technical committee, participated in a meeting of many representa-



tives of the DCC European manufacturing community to discuss the formation and funding of an independent European test center for those manufacturers. We are exploring this in an effort to facilitate having their items tested closer to home, and ensuring that the independent facility would work to our standards. I want to emphasize that this group is also

exploring the actual test center and its funding needs, most likely to be continued with testing or other manufacturer fees.

The February and March issues of the Bulletin contained the ballot and candidate statements. I encourage each of you, if you haven't done so already, to read the statements and exercise your membership right to vote your convictions. While I am confident in the direction that the current administrative team is heading for the future of the NMRA, this is the time that you are able to directly voice your opinion. Thirty-four cents is a relatively inexpensive way to make your statement heard about the direction of your association over the next two years.

Dean Freytag and Dr. Robert Chait...have pledged \$2,500 to a matching funds campaign.

2002 April

Jenny Hendricks has been promoted to the position of Office Manager.

Tom Draper is formally approved as the NMRA Treasurer.

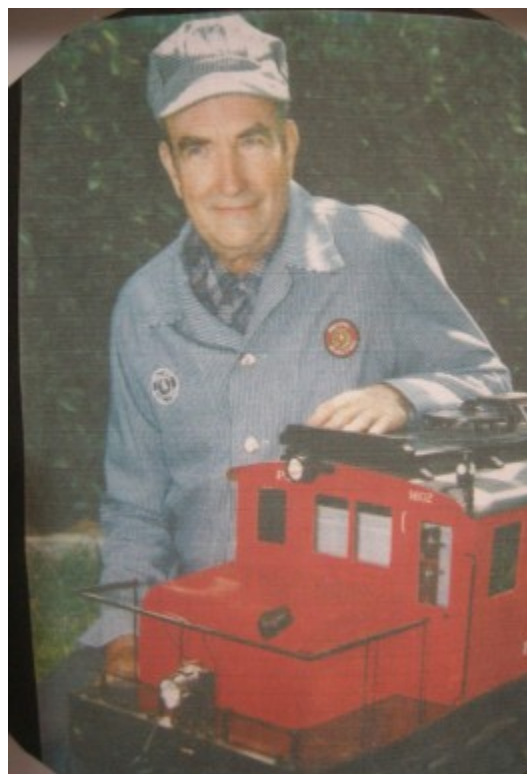
Rutger Fribery has accepted the position of Technical Department Chairman.

Doyle Bond announced as Master Model Railroader #306

Roger Cason announced as Master Model Railroader #307

May 2002

President Pollock congratulates David Cox, MMR #246 for earning all 11 AP certificates.



There is an abundance of good news to report to you this month! In my April column I announced the generous challenge grant that members Dean Freytag and Dr. Bob Chait issued for the NMRA Dynamic Duo Fund (I that forgot the "Duo" in the naming of the established fund) in the amount of \$2,500. I am pleased to report to you that in less than 12 days following the mailing of the April *Bulletin* to the membership, I had received a generous total of \$2,795 from you. When I notified both Dean and Doc that we had met the challenge, allowing me to claim their challenge grant, both replied that they must have numerous "good friends" wanting to help me get into their pockets. And the contributions continue to arrive in my mailbox. My special thanks to the dynamic duo, and my special appreciation to all the others who helped make this possible. Plans are in the works to help build this fund even larger, and will be announced right here as details are finalized.

Before I leave the topic of donations to the association, I wanted to answer a question that has come up time and again from our members. The NMRA is a recognized and registered charitable organization, having received its 501C(3) designation from the Internal Revenue Service. While it is always a good practice to check with your lawyer, accountant or tax advisor about any donations, in most cases donations of cash and other goods to the NMRA will have a tax benefit for the donor.

I have recently had the opportunity to attend the NFR convention in Kitchener, Ontario, where I was able to host my own clinic on the state of affairs of the NMRA, and also participate in the "Mother of All Clinics." This was a panel discussion on the future of the hobby and presented to all of the convention attendees. The panel included Terry Thompson, editor of *Model Railroader*, Al McClelland, Steve King and myself. It was my privilege to sit with such known hobbyists, and a pleasure to meet Terry, to see Steve after so many years, and it is always a special treat to discuss the hobby with Al. It was also a great opportunity to see a sneak preview of some of the layouts that will be on the tours during the Toronto convention. My special thanks to the members of NFR for the hospitality, to the convention committee for a great convention, a big thanks to the Western Ontario Division for the \$500 donation to the NMRA, and to Clark Kooning for driving me around. I was also fortunate to win a registration for the Toronto convention next summer as the grand prize during the banquet. I guess I will now have to make plans to attend the convention!

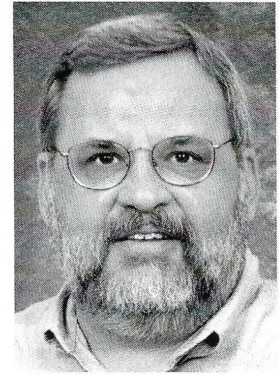
It has been reported to me that the Garden State Division of

the Northeastern Region is up and running again, or at least making serious attempts at doing so. There was an article last fall in the *NER Coupler* to this effect, and there is additional information on the NER web page (accessible through the NMRA home page www.nmra.org) with contact names and an outline of what they are trying to do. It is stated that the goal of the division is to help the various existing groups in the area expand their horizons and intermingle so as to broaden the horizons of the entire division. A great goal and I wish them the best of success in getting this division up and running. The NFR web page gives the divisional boundaries, so if you're in this area, step forward and help them in their efforts. Tom Matthews is a contact person for this effort. Drop me a note and I will get you in touch with him.

The Ft. Lauderdale "Tracks in the Sand" convention is fast approaching, but there is still time to make plans to attend. Use the contact information elsewhere in this issue to get in touch with the committee for your registration. The old saying of "it's too hot in Florida in the summer" reminds me of those who said the same thing about Houston in '89. That's why both of those locations are experts in air conditioning! I hope to see you there. Please feel free to come up and introduce yourself.

The Board of Trustees and the Annual Membership Meeting will be held in conjunction with the convention. Issues that are on your mind need to be brought to the attention of your Trustee now so that they can be discussed at the meetings. Their contact information is on the facing page.

It is not too late to consider the fall trip to Alaska. Take a minute to read the advertisements in the last several issues of the *Bulletin*, and treat yourself to a wonderful experience. I thoroughly enjoyed the previous NMRA trip in which I participated, not only for the sightseeing and local attractions, but also the enjoyment of traveling with fellow members and their spouses. Several of our members in Alaska have contacted us about possible added model railroading activities and visits that can be made available to us.



**Issues that are on your
mind need to be brought
to the attention of your
Trustee now so that they
can be discussed at the
meetings.**

Dan Williams announced as Master Model Railroader 285

2002 August

It was reported that Ballard “Brad” Bradley passed away this year in Melbourne, FL. Brad was born in April 13, 1913. Brad was a Past President, received two President’s Awards and was a driving force in the Technical Department for many, many years. And finally, he was Honorary Lifetime Member #8. He was a true “treasure” to the NMRA---by President Allen Pollock.

Al Sohl Jr. announced as Master Model Railroader 305

James C. Ely announced as Master Model Railroader 308

2002 September

Two President's Awards were announced at the convention.

One to Rich Weyand for his work being a spokesman for the original committee that gave us our webpage.

The other goes to Roger Hensley for his work as NMRA Webmaster.

Charles “Chuck” Lind announced as MMR 310

David McPherson announced as MMR 314

Max Maginnes announced as MMR 315

2002 September THANKS, Awards and Recognition

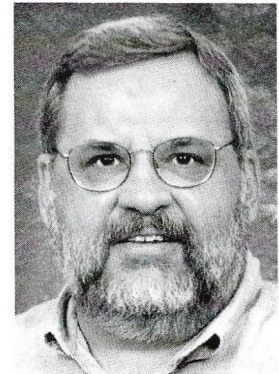
The Pollock family would like to thank all of you in the NMRA family for the condolences and expressions of sympathy to us upon the recent death of my father. For those of you who were not aware of this, we had just finished the Board of Trustees meetings on Sunday evening at the convention, and our youngest son and I had spent Monday at the children's activities. Tuesday morning we received a telephone call from our daughter that Dad had passed away. Since we had driven to the convention, we immediately packed and headed home. I had planned to review the convention with you in next month's column, but will have to let others provide that to you given the circumstances. I would like to thank our Vice President, John Roberts, for filling in for me during the rest of the convention. The thoughts and understanding of all of you during this trying time can never be repaid, and our family is very much appreciative of all the expressions, donations, and other acts of kindness displayed to the Pollock family. Thank you from the bottom of our hearts.

One of the pleasures of serving as president is the awarding of the President's Awards (PA) at the annual convention. Obviously I was unable to do that this year and VP Roberts made the presentations. However, I have wanted to announce these to the rest of the membership, and provide a few comments about the reasons for the awards.

In the area of the Internet Presence Committee, there were two Presidents' Awards made. One is to Richard Weyand for his work in being the spokesperson for the original committee that brought us the initial web page, and for his continuing efforts on the committee. Rich has now left the active committee and is devoting his volunteer efforts in the convention department working with the Special Interest Groups (SIGs) and their participation in our annual conventions. The second PA was awarded to Roger Hensley for his work as NMRA webmaster, primarily for his continuing efforts on our behalf for the web page, and religious efforts of being on top of things that need to be added to the pages to keep them updated. On occasion I will contact Roger, or copy him on an e-mail about something that should be made available to the membership, and the normal response is that it is already there.

I awarded three PA's this year for efforts beyond the call of duty for their given job descriptions. The first of these was Vice President John Roberts for always being there to take on additional duties that need to be done, his efforts in working with the home office and new staff to get things on a more professional basis, and his work last year during our recovery program. The other two awards went to our treasurer, Tom Draper, and his wife, Debbie. Debbie has gone to Chattanooga several times to spend a week in the home office and lend her experience to the new staff. All of this was done for the NMRA at no cost to the association, notwithstanding the fact that her mother still lives in Chattanooga. Tom's efforts as treasurer, as part of the recovery team, and his contributions to establishment of the procedures and bookkeeping practices for the home office have also been key contributions to developing the desired professionalism of our staff.

In the area of the children's "edutainment" programs of NMRA, there were three recipients. All three of these recipients have been with the JCP program from the very beginning, and have lent their expertise as well as love of working with children for the past four years. Dr. Tom Catheral, representing Marklin, Inc. has worked with the young participants in the building of the model railroad layout that is presented to a local children's hospital in the convention city.



Tom has also been instrumental with the planning of the events and the activities behind the scenes. The second recipient is Evan Rimmel, representing Digitrax, who may have created one of the most popular of the workstations with his "figure eight last locomotive standing" activity, which also allows the participants to learn the use of the control systems. I have personally witnessed many adults working this station! Jon Ames, representing the Lenz Agency of North America, is the third recipient. Jon has been a participant at the Lenz workstation from the very beginning, always a popular stop for the children. Jon was asked to work up a simple layout for this year's workstation, and the final product came out as a hump yard. Evan and Jon are both college age and work very well with our participants. I am encouraged that they have followed in their parents' footsteps and believe the hobby is in good hands with them!

In recognition for their long service to NMRA, there were several other PA's awarded. It was with great pleasure that I award James Thompson, retiring legal counsel for many years of service to the NMRA. Douglas Auburg received his PA for his many years of service to us as a past treasurer, the general Chairman of the Portland convention, and as trustee for the PNR back when I served as Trustee for MCoR. Both Doug and Jim continue their volunteer efforts within the convention department.

Last but certainly not least, Sherri Dye was presented a PA for her long service as the national chair of the non-rail activities for the convention department, general support of Secretary Bob Dye, and her involvement in two Kansas City national conventions.

I would be remiss in not recognizing Pat Loesch as having been presented a Meritorious Service Award as she is retiring from her long-standing position as the contest manager of the Arts and Crafts section of the contest room. Pat has been involved with this activity for probably more years than either of us want to remember.

My personal thanks to all of the above recognized members for their service to NMRA, and a special thanks to all of the other volunteers that have worked with these people in providing a better association to the members.

Mitchell brothers earn MMRs 311 & 312

Tracy and Terry Mitchell recently became the two newest Master Model Railroaders. They are Master Model Railroader number 311 and number 312 respectively. Terry and Tracy, known collectively as "TNT" in the Lone Star Region, are noted for their "Dynamite" modeling. They have won numerous NMRA contest awards on the local, Regional, and National level, as well as at the National Narrow Gauge Convention. Even though they look similar there are two years difference in their ages. Tracy is the oldest.

They started out in modeling like most kids do, by getting a Lionel train for Christmas. But this time it was no ordinary three-rail Lionel, but HO scale. This lasted all of two years. Then it was up to the folks' attic for storage. The brothers were into the usual stuff; cars, girls, and music. Along the way they got into plastic model kits, mostly cars. Next came military models. This is where the brothers started honing their modeling skills.

In 1982 a chance visit to a local craft store found them down the railroad aisle to kill time while the rest of the family shopped. This started them thinking of what happened to the Lionel they had as kids. At home they went up into the attic. After looking at the set that night their plan was laid out. The next morning they went back and bought another train set as well as some Athearn cars and an Athearn F7.

That week they went to every hobby store in town looking at and buying train supplies. Several magazines were purchased as well. The next progression was railfanning and layout building. The

known as TNT Northern Division, and Tracy is TNT Southern Division. The brothers might be separated by 2,500 miles but not in spirit. They still bounce modeling ideas off of each other having finished the last two certificates after Terry moved away.

The certificates that both hold are Cars, Motive Power, Structures, Prototype Modeler, Chief Dispatcher, Volunteer, and Author. They are members of the LSR, Texas Gulf Division, San Jacinto Model Railroad Club, Houston Narrow Gauge

brothers were hooked.

They entered their first model contest in 1985. In 1986 and 1987, Terry won best in show at the local San Jac Jamboree. For the next few years they both were taking first place awards in several categories.

When the brothers found out the national convention was going to be in Houston in 1989, they decided to join the NMRA and LSR. In 1988 they became members, and went to their first LSR convention. When they came back from there with numerous first place awards, they started on the path of more contests, and contest quality model building. They tore down their old layout and started concentrating on model building only. At that time, they were not only placing in the contests, but sweeping a category as well. This got them the nickname of TNT.

One year Gil Freitag, the LSR contest chairman at that time, grew tired of the paperwork from the 20-plus models that TNT were entering at each contest, so he asked them "If you enter that many models you could at least come in and help make ribbons for them?" This opened a whole new door into judging. They have been judging and running contests ever since.

When the national was going to Denver in 1991, they looked into narrow gauge. What they found in researching the Colorado Rockies was a true love. They then switched to HOn3. But Terry wanted

Cartel, and the Southern Forest Heritage Museum, a sawmill and logging museum located in Louisiana that is dear to their hearts.

As far as they know they are the only brother combination to achieve MMR. The two brother's give back to the modeling community, having written many articles and by giving clinics on the local and regional scene. If you see the two of them at a convention they are usually found in the contest room. They both enjoy giving advice to help novice modeler's become



to build a model for the National in Denver that people could see, so he moved up to On3 and built "The Stockcar," accurate in almost every detail. Many of you have seen this car. It was the one where Terry used parakeet droppings to model cow manure.

This new love of the narrow gauge kept them busy building even more quality models. They received their first two achievement certificates during this time—Cars and Motive Power.

In 1998, a new club was formed from narrow gaugers living in the Houston area. The new group, "The Narrow Gauge Cartel," along with other MMRs from the region encouraged the brothers to finish the models and paperwork needed for their MMR. They completed the rest of the certificates during the next four years. They are true "rubber" gaugers having modeled in N, HO, HOn30, HOn3, Sn3, On30, On3, G, 1:20.3 scale, and are starting to explore large-scale live steam.

In 2001, Terry got married and moved from Houston to Vancouver Island in British Columbia, Canada. Terry is now

better modelers. They enjoy this as much as building the models. The contest room is also a great place for learning new things for themselves. They are constantly trying out new techniques to improve their modeling ability.

What did they get from the NMRA and the Achievement program? Life-long friendships with fellow modelers from around the country. And a hobby that not only is art, but is also dedicated to preserving history.

2003 February President Allen Pollock's Column with several historical pieces of information.

I received an e-mail just recently that paraphrased a popular faith bumper sticker. The sender translated it into NMRA lingo, which states "Get Involved, the NMRA is run by the members that show up!" After reading this message, I couldn't help but think about the many pieces of correspondence that I have received over the last two-and-one-half years that present ideas for improving our association.

All the advice and the comments are welcomed with open arms, as it is impossible for the elected and other volunteer position holders to think of everything. Even more welcomed is the receipt of a new idea or methodology accompanied by volunteering to help work within the association for the betterment of the entire membership.

There are new items posted on the "Want Ad" section of the web page located at: www.nmra.org. There just might be something along the lines that you can lend your help and expertise to the program.

I would like to wish Hal Carstens and the whole crew at Carstens Publications a happy anniversary as they celebrate their 70th year in publishing what we now know as Railroad Model Craftsman.

In March of 1933 Model Craftsman made its debut. Authors in that first issue included Bill Walthers, Fred Icken and Ed Alexander, and there were only six advertisers that had products specifically aimed at what is now commonly called the model railroad community.

This issue preceded many products that today we take for granted. There were no kits, sets, power packs, pre-laid track, nor was there O or HO scales. The March issue

of RMC is the official 70th Anniversary Issue, which should be arriving about the time you read this. Congratulations to you all!

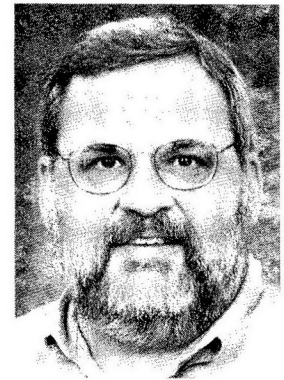
The popular program Modeling with the Masters is holding another session real soon in Sacramento. This is as close to one-on-one training from some of the best modelers within our ranks (unless you live in their neighborhood)! If you are interested in spending a weekend learning from the best, take a look at the advertisement elsewhere in this issue. An e-mail to coordinator Clark Kooning will get all of your questions answered and reserve your place in the upcoming session. I have to think a weekend in California would be just the ticket for those of us enduring the winter temperatures of the Midwest and Eastern parts of the country.

There have been several inquiries as to the election results from our last national election. I thought that these had been published, but it turned out that only the trustee election results had been posted. For those of you interested, I received 821 out of 839 votes cast, John Roberts was re-elected as our Executive Vice President, receiving 547 of the 839 votes cast. For NMRA Canada, both incumbents, President Frank Gerry and VP Clark Kooning, each received all 53 votes cast.

I would be remiss in not pointing out that the participation in this election was dismal. Out of our membership of 20,000 plus

at the time, only 3.5% bothered to use their ballot. The number of members who took the time to return a ballot is closely rivaled by the number of pieces of correspondence that I have received commenting on the situations currently challenging us. I believe that the ballot is the place to start in expressing your opinions, and I encourage you to participate in the next national election, as well as the regional elections, that will be forthcoming this late fall and early winter.

While it has been announced in the past, the NMRA web page crew has given us the capability of hosting discussion and topic lists. These lists are similar to the multitude of model railroading interest groups that currently are found on Yahoo and other providers. At the time of its introduction about a year ago, a "general" and a "modeling" list were created and populated (only requirement is that you be an NMRA member), followed shortly by a list for Central Indiana Division



members and one for their board, and a Midwest Region volunteers list. In the case of the "general" and "modeling" lists, you can get to these discussion groups by visiting the NMRA web page and follow the prompts for joining the lists. You can contact listmaster@lists.nmra.org for information on becoming

a listowner (NMRA membership required) for your own topic and starting your own discussion group. I issue an open invitation to the various Special Interest Groups (SIG's) to look into this opportunity if you don't presently have a web based discussion group, or are interested in transferring from whatever service you currently use.

I recently had the pleasure of meeting with member Wayne Wesolowski and picking up the model of the Dorothy, a model that Howell Day had commissioned Wayne to build for the Museum. After leaving the Chicago area and heading towards Chattanooga to attend a museum committee meeting, little did I know that I would spend the day in Nashville trying to navigate the highways in the recent snow storm. I am glad to report that Dorothy and I arrived safely.

The meeting was very productive, as we have brought in a consulting firm to help guide us in size, location, and other questions surrounding the implementation of the museum. At this point I also want to remind the membership that the expenses of the museum activities to date have been funded by the generous donations of Howell Day, and not with any membership dollars. I would also like to thank the members, as well as the families and friends of the members no longer with us, for the generous donations of money and models, equipment and supplies.

**...the ballot is the place to
start in expressing your
opinions, and I encourage
you to participate...**

2003 March

John Reitz named as Master Model Railroader #316

Michael Harman named as Master Model Railroader #317

2003 April

The NMRA Member Services Department announced the deluxe rail tour of the northeastern United States and Canada this coming Fall.

2003 May/June

Restructured Tech Department to Better Serve Members, Industry

A core service in the NMRA, the Technical Department is almost invisible when running smoothly. Likewise, it is painfully apparent when things are out of order.

Right now the Technical Department is undergoing a major restructuring and a new team of both older, experienced model railroaders and younger talented individuals is being formed.

In this column, Technical Department Director Rutger Friberg explains what's going on and some thoughts behind it.

**BY RUTGER FRIBERG,
TECHNICAL DEPT. DIRECTOR**
Tech@hq.nmra.org

Background

Technical Department Director Ron Gaines was in the middle of a major restructuring of the department in 1999 when he suddenly passed away. This paralyzed the evolution of Technical matters and left the organization with a "black hole" in terms of organized technical initiatives.

Early this summer, I was asked by President Allen Pollock to take on the Technical Department Director's position, more or less where Ron left it.

After some intense negotiations I

agreed to head the department for a limited time with the specific tasks of getting it up and running again and restructuring the department in order to meet the needs of the members and to set up a working relationship with the model railroad industry.

The aim is to move Technical from being reactive to being proactive.

Before delving into the re-organization, I would like to take a moment to tell you a little about myself.

Born in Stockholm, Sweden, and educated in electrical engineering, I am 57 years old. I live in Gothenburg, Sweden, and have worked for the Volvo Group for 30 years. My interest in model railroading began in 1952 with a layout in O-scale. I have since built 14 more layouts in almost all scales from Z to G. I have also written a few books on model railroading.

I have served the NMRA in two previous capacities.



Technical Dept. Director Rutger Friberg poses with BNSF 4723 on display at the St. Louis National Convention.

2003 July By Pres. Allen Pollock. Proposed one payment of dues to National would make the person automatically a Member of their Region and Division.

For several months, many members have been hearing bits and pieces about the NMRA's Long Range Plan. This month I will begin to talk about this exciting (and challenging) subject in some more detail. I have waited until now to do this as the board and Long Range Planning Committee were still working on the final long range proposal. The board received the first final draft of that proposal at it's February mid-year meeting in Seattle. Because of publishing lead times, I am just now beginning to discuss the results of the Long Range Planning process.

As you read this, bear in mind it is an overview of just part of the plan. There is simply too much information to put in one column.

But rest assured that detailed information is being prepared for distribution to the membership and should start appearing in the *Bulletin* as well as on our web page in the very near future. It is simply a matter of getting the final form and final decisions from the Board of Trustees on some of the specific issues.

The intent of this overview is to provide background information and tie some of the issues in the plan together. As parts of the plan have become available to the membership, it has sparked debate and many members have commented on specific issues. But the plan as a whole has yet to be finalized or presented. I believe that you should first make sure to digest the entire concept before trying to decide about specific pieces.

This column is not going to deal with detailed information. It will cover several of the general ideas encompassed by the plan and attempt to explain the reasoning.

The trustees, officers and department chairs have worked for nearly four years on the concepts and content of the plan. I would like to congratulate and thank them for taking the time, maintaining the enthusiasm, and pushing this matter to a soon-to-be-released conclusion. More importantly, they should be applauded for even undertaking the long process of exploring and restating the very concepts and purposes of the NMRA, and making strong efforts to modernize the association while advancing it into the 21st century.

There has never before been such an exhaustive look at our association—where it has been, where it is now, and exactly where it should be headed into the future.

I don't believe the NMRA can continue to maintain its position in the hobby by doing the same things that we have been doing for so long. It is a different world today than when many of us first joined the NMRA. The demands and desires of the potential members are different today. Society has changed drastically in the past 20 years and NMRA needs to be in a position to not only satisfy the desires of the current membership, but to entice those who, hopefully, will join us in the future.

The first part of the plan recognizes changes in the law enacted by the state of Ohio. The NMRA was incorporated in Ohio and, as such, is subject to the laws of that state. While space doesn't permit going into all the housekeeping changes as a result of the change in the law, I will illustrate the types of changes with some quick examples.

Under the new law the term "trustee" has been replaced by "director," and the required governing documents have changed. Ohio requires a corporation to create and file "Articles of Incorporation" (which NMRA did at its organization) and to have a set of bylaws or regulations.

The LRP proposes to essentially combine our current constitution and current bylaws into one document. Under this provision of the plan, members will retain all of the voting rights they currently exercise. The members will still have control over any pertinent voting requirements for changes, as the proposed bylaws will retain the member vote to change those respective areas as contained in the current constitution.

A second important part of the Long Range Plan is the the concept of "single membership" and "single dues." While many have used these terms interchangeably, they are not the same.

Single membership is one of the most important concepts guiding

the LRP. This is in response to new members asking why, when they join at the national level, there is the additional requirement of having to join the region and the divisional levels.

Under the new single membership, when a person joins NMRA they will automatically be a member of their respective region and division, as determined by their geographic location. This makes the new member a part of the entire family of NMRA from day one.

As with any simple concept, implementation is the hard part.

Under this section of the plan regions will each receive a "rebate" (currently discussed at \$3.00) from the national for each national member.

This rebate is something new, and will result in additional income for regions to help defray costs. Let me explain how:

Currently, in most dues paying regions, only about half the NMRA members in those regions are dues-paying region members. Under the new system all NMRA members will be region members and the region will receive that \$3.00 rebate for each of them.

While this amount is not equal to the dues in some regions, it should produce a boost in region funding as there will be funds paid for each and every member residing in that region.

Under the new system regions can still charge a subscription fee for publications and are permitted to implement other charges for activities and/or services. So, while everyone will be a member of his or her geographic region, regions will still be able to raise additional funds if they find it necessary.

Regions and divisions will also be free to develop (or continue) other types of fund-raising efforts in lieu of dues. For instance, some regions currently receive all of their funding through car projects, flea markets and like activities. Under the new plan, they will still be able to do this.

There are also provisions for "Legacy" membership. This legacy provision accommodates those who are already members and do not wish to "join" their respective region or division. Put simply, a Legacy member retains his current status as long as he or she remains a member.

But, it is important not to lose sight of the overriding benefit that every new member joining the association will automatically become a member of the region and division as soon as the national dues payment is made.

On another matter, it is important to note that the board and the LRP have said explicitly that the changes and modernization proposed through this process should be seamless and should not create problems for the current membership.

It is a move to keep the NMRA current in its environment and to continue to move forward as a leader in the hobby. It is a framework in which we can recommit our association to the central purpose of setting and enforcing standards and providing educational opportunities and information to the community of model railroading on a worldwide basis—and do it together in a concerted effort as opposed to a fragmented approach.

Change is hard to accept in any endeavor, and it is recognized that not all the existing membership will be happy or satisfied with these proposed changes as they are presented.

I am simply asking that you review the information as it becomes available, and consider the implications of the concept in its entirety, not on a piece-by-piece basis. The purpose is to create an integrated family of effort for a common goal. And, remember, the final implementation of the proposals of the LRP cannot be completed without the approval of the membership.

2003 July

Ron Gough named as Master Model Railroader #321

Stan Seeds named as Master Model Railroader #318

Andrew Culver named as Master Model Railroader #320

2003 July

A ROYAL DECORATION FOR MEMBER DON KORTHOUT!

Don Korthout Receives Royal Decoration

Honored for Work With NMRA's Contactgroep Nederland

*By Terry Bacus Jr.,
editor*

One member's volunteerism recently received some royal attention. Don Korthout, immediate past president of NMRA's Dutch affiliate, Contactgroep Nederland, was honored by Queen Beatrix when he was appointed Member of the Order Of Oranje-Nassau.

Don was nominated for the honor by members of the Contactgroep after turning over the reigns of the organization to new president Gert Velthuisen.

Gert said Don was nominated not just for his work as president of the Contactgroep, but for his outstanding service to the hobby in the Netherlands. In his nomination members of the Contactgroep cited Don's promotion of the Standards and RP's and what NMRA stands for and his influence and contributions to the hobby in The Netherlands.

"Don has been a steadfast supporter, promoter and worker for the NMRA," President Allen Pollock said.

NMRA Executive Vice President John Roberts said the award was well deserved. "For years Don has been the main liaison on the continent for the NMRA. Besides his official duties Don served as interpreter and manufacturer liaison for the NMRA contingent at the International Toy Fair held each year in Nuremburg, Germany. He has also been active in the membership department and currently works with the technical department," Roberts said.

The Order is awarded to those who have shown exceptional leadership and volunteerism in the community.

The official citation read, "It has pleased Her Majesty the Queen to appoint you Knight in the Order of Oranje-Nassau for work of outstanding value to society."

Don was "pinned up" on April 29 by Mayor Broekhuizen of Spijkenisse.

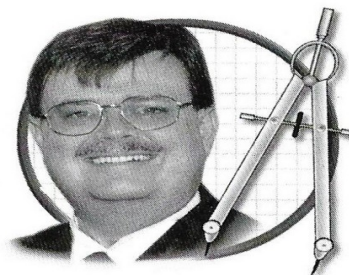


Don Korthout, left, received his appointment as a Knight of the Order of Oranje-Nassau on April 29. Presenting the award was Mayor Broekhuizen of Spijkenisse.

2003 July The Bulletin is now known as **SCALE RAILS**

OBSERVATION CAR

By Terry Bacus Jr.,
Editor



Your new magazine

In 1994 I wrote my first editor's column for the NMRA Bulletin. Now nine years later I find myself in a similar position—writing my first column for Scale Rails.

Many of you were alerted to the coming title change in this column last month. We had hoped to introduce Scale Rails with a bit more fanfare, but the timing of the final decision to move forward didn't permit us that luxury.

The magazine you hold in your hands is the same one the association has produced for the past 68 years. But we have renamed it.

I'm sure many readers wonder why the name change. The single greatest reason for changing the name is that "The Bulletin" was non-descriptive. A bulletin can be anything from a program for a house of worship to, well, a model railroad newsletter and magazine. There are "Bulletins" on every subject from astronomy to zoology.

After discussion with the board, officers and conversations with many members, we determined a name change could help to better identify to members what this publication is all about. So, three years ago, we set about finding a new name. Out of dozens of suggestions, we chose "Scale Rails."

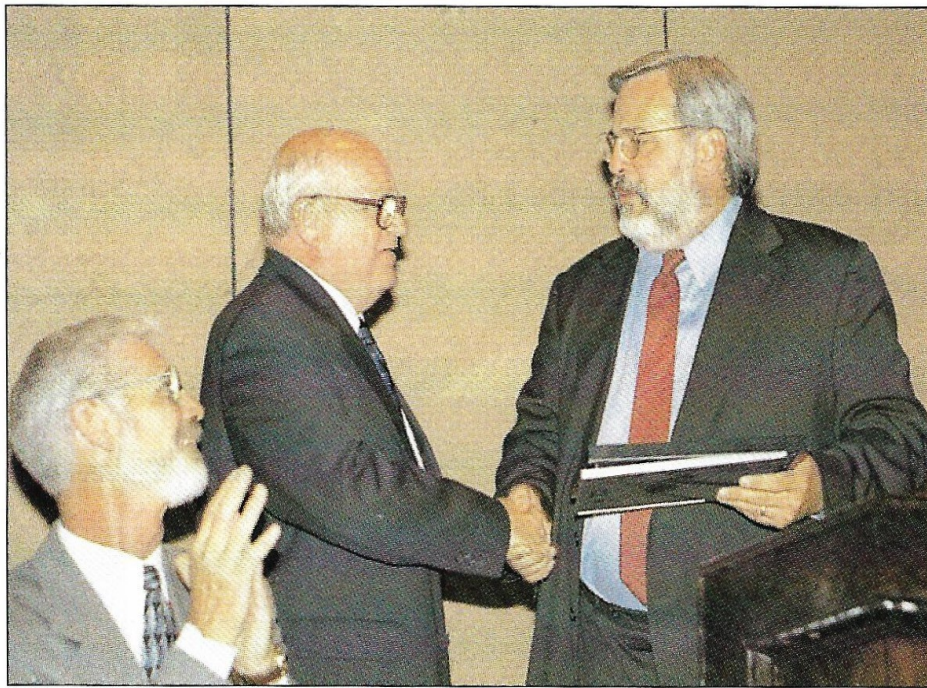
We believe it clearly identifies the contents you will find inside each and every month—news and how-to's about scale model railroading. It also fits well with the mission of the NMRA, to promote standards and education about scale model railroading.

With the name change came changes in the format of the magazine. Many members have told us over the years that association news needs to be more prominent. So we moved it to its own section called "The Bulletin." The Bulletin is a black-and-white section with no advertising. Eventually it may even be printed on separate paper. By moving association business to a specific section, it should be easier for readers to find out what is happening within our organization.

Along with the name change and moving around the contents of the magazine, we have also embarked upon a graphic redesign. Columns have new logos (called standing heads in the printing business), our typefaces have changed and we have opened up the magazine with additional white space. We believe this will make Scale Rails and The Bulletin both easier to read and more interesting.

We hope you enjoy the new look of your magazine.

2003 September



Allen Pollock presents convention chair George Stephenson with a President's Award. The award was made to the entire committee on behalf of their extraordinary efforts to make the convention and Maple Leaf Train Show a success.

Published September this moment occurred in July at the Maple Leaf Convention. President Allen Pollock presented convention Chairman George Stephenson with an NMRA President's Award. This Award was made to the entire Committee on behalf of their extraordinary efforts to make the convention a success.

Henry Jordan Named Honorary Life Member

Despite the seemingly insurmountable outside circumstances that surrounded the local host committee this year at the national convention, the Toronto convention crew provided an outstanding convention for the NMRA this past July. For whatever reason that each of you made the decision not to attend, you missed a great week of model railroading in Canada.

The ML2003 crew did a fantastic job in providing a wide range of clinics, tours, and other activities that we have come to expect at our conventions. They were even able to replace the annual National Train Show with a local train show which exposed a great many of us to Canadian manufacturers and dealers that we had not known before, as well as a large number of modular railroads.

All of the activities ran like clockwork with great precision, and with a bare minimum of the normal glitches that are bound to show up with such a large undertaking. The organizers and the committee, as well as the other countless volunteers, represented themselves, Toronto, and our hobby with great professionalism, and made those who attended exhausted by the end of the week. Exhausted maybe, but very happy model railroaders.

The annual banquet culminated the activities-filled week, with great food, drink and fellowship. To all who were involved in the undertaking of the Toronto ML2003 convention, our heartfelt thanks for a marvelous week of celebrating our hobby of model railroading!

During the ML2003 banquet, there were several honors presented to our members. The honors committee allowed me to present an Honorary Life Membership to Henry Jordan for his service to NMRA. Henry has filled many positions during his volunteering work for the NMRA, most notably as the one who brought the National Train Show under the direction of the NMRA, and he continues as the current Meeting and Trade Show Department Chair.

There were also several President's Awards presented to members. The first of these was presented to the ML2003 convention committee, obviously for their flawless presentation of the convention itself, but more notably for being able to do so under the circumstances of the SARS situation, the cancellation of the NTS, and the other host of situations and circumstances that they had to face and willingly and expertly overcame.

A Presidential Award was also named for Ben Pearlman for his long standing service to the NMRA, having served as the LSR trustee, as a major player of the Astro Rails Houston convention, and for his long-standing and current service as our Services Department Chair.

Don Wangrow was presented a PA for being one of the pioneers and for his contributions to the NMRA DCC program from its earliest study. As stated in the previous issue, Don passed away shortly before the convention.

Gil Freitag was named a recipient of the President's Award

for his long and continued promotion of both the NMRA the hobby of model railroading.

Doug Menke was honored with a President's Award for his service as a member of the internet committee as well as his long service to the C&I committee in the field of DCC testing.

Doug Gurin received a President's Award (presented at the Layout Design SIG banquet) for being the instigator of and serving the LDSIG for in excess of 20 years.

I would again like to congratulate all of the above named recipients, and thank you on behalf of the entire membership for your service to the NMRA, as well as your contributions to the hobby of model railroading.

The Western Ontario Division of the NFR also made a surprise presentation to the NMRA in the form of their second check in the amount of \$500. You may recall that I announced their first contribution in a previous installment of this column, when they presented a similar check to me during an NFR convention that I had attended. While not the largest of divisions, the WOD presents an annual show promoting not only the NMRA, but also the hobby to the public and donates a portion of their income to us. My heartfelt thanks is again extended to the membership of the Western Ontario Division. Your support and dedication to the NMRA is very much appreciated.

By the time this issue of *Scale Rails* is in your hands, the final version of the proposed Regulations will be posted on the NMRA web site for your review. I might remind those of you without internet access that you can also receive a copy of this document from our home office upon request by sending a 9x12 SSAE. You can contact the home office to find out the actual postage charge.

The Regulations are an integral part of the changes necessary that will allow the BOT to implement the Long Range Plan. You will continue to see detailed presentations about the contents of the proposed Long Range Plan on the web page, in these pages, and at your regional conventions.

The BOT, with your input, continues to work on the final wording even as these words are typed for this most important set of documents that will form the basis of the NMRA's future as an organization. I urge you to study this effort so as to be better informed when it is presented to you for approval at the next national ballot late this year or early in 2004.

In closing for this month, I again want to extend my thanks and appreciation to each and every individual of the Toronto crew for their dedication and hard work for the excellent annual convention and hospitality presented this year!

2003 November

Past President Paul Shimada passed away. He was 86 years old. Paul filled a number of positions with the NMRA and was an outstanding leader.

Rich Meyer, also known as “Mr. Champion Decal” passed away due to complications from cancer at age 76. He was a great supporter of the NMRA.

2003 November

Achievement Program Update

By G. Patrick Harriman, MMR

The Achievement Program continues to be one of the most exciting and rewarding programs sponsored by the NMRA. Just ask those members who are participating. The numbers are impressive. The number of volunteers just managing the program from the Division level, Region level and at the National level is also impressive.

In 2002-2003, there were 91 Golden Spike Awards and 222 Certificates of Achievement earned. Seven members were recognized as Master Model Railroaders. The category with the greatest number of Certificates of Achievement was Association Volunteer. That is as it should be in a volunteer organization. The NMRA member who is getting the most that he or she can get for their membership dollar is the one that is most involved and, more often than not, constantly volunteering on projects and taking leadership roles at various train meets and conventions. The AP recognizes that effort with a Certificate of Achievement. The recipient of that honor may justifiably take pride in that recognition. What may not be readily apparent is the high esteem that his or her fellow NMRA members hold for the recipient at the time the certificate is presented.

Good work should be recognized and the Achievement Program makes that possible. As time goes by modeling skills improve and greater participation in the hobby and the organization occurs. Isn't it rewarding to be recognized for that effort, whatever your interest in the hobby? Participation in the

Achievement Program is a challenge, albeit a personal one. It is not, nor has it ever been a contest or a competition.

Each year, the AP will recognize the Region AP Managers whose regions were “The Most Improved” and “Best Performing.” The selection is based on a comparison of AP activity in the year of the recognition and the previous year. It is also based on and compared with the total number of NMRA members in the Region. Plaques are prepared recognizing the Region AP Manager and the Region and carry the date of the recognition.

For the year 2002-2003, Australasian Region AP Manager Ken Scales, MMR, was presented a plaque for “Most Improved Region” and Sunshine Region AP Manager John Wilkes, MMR, was presented a plaque for “Best Performing Region.” Ken, John, the Australasian and Sunshine Regions should be congratulated for their efforts in the Achievement Program.

If you are not involved in the AP, contact your division or region AP manager and have them tell you a little about the program. If you want to get more out of your NMRA membership—much more than you can imagine—look at the AP requirements and you will find that you are probably already qualified in one or two of the 11 categories.

The “dreaded paperwork” is absolutely painless and there are many people in the program that will assist you over that small hurdle. Your involvement in the Achievement Program will make the greatest hobby in the world even more fun and, after all, that is what model railroading is all about.

Robert Hamm named as Master Model Railroader #332

Fred Headon named as Master Model Railroader #328

2003 December A Canadian Success! Junior College Program

By Richard Flock, JCP Chair

The 2003 Junior College Program that teaches young model railroaders basic model railroading skills was held for one day at the 2003 Maple Leaf NMRA Convention in Toronto. Over 70 kids from age 5 to 16 participated in the event. Contrary to the old Lionel advertisements of years past—that trains are for boys—36 percent of the participants were girls.

Fifty-plus volunteers assisted the JCP participants as they worked switching problems on three layouts, experienced digital command control and operated HO cranes. Each participant built a tree, a car kit, and a structure, worked with foam and foam cutters and used airbrushes to paint their finished models. After completing each of the 12 stations participants received a certificate, a T-shirt and a car kit.

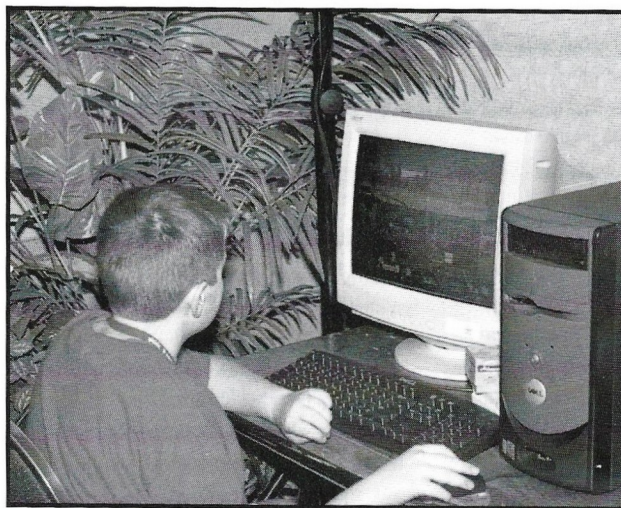
We want to thank the manufacturers who provided the layouts, kits, airbrushes, paint and other supplies that made the day a success. Also a big thank you to the volunteers who gave a day or more of their convention time to provide the support and instruction to all whom attended. And finally, thanks to the Toronto host group for all their support for this successful event.

Plans are underway for the 2004 JCP at Seattle. The event will be held on two days at the National Train Show. Many manufacturers already have committed to provide an instructional booth adjacent to their display booth.

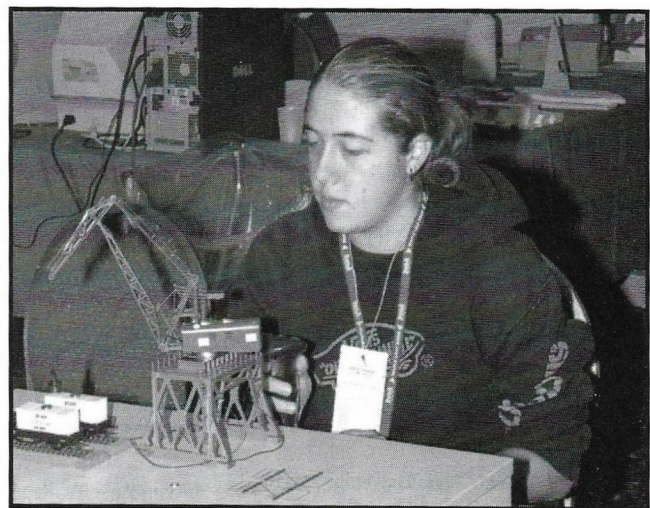


These JCP participants are using a pair of DCC-powered cranes to move material in and out of waiting open top cars.

Again, the success of this great program is dependent on volunteers to staff the stations that will be run by the NMRA. Please consider volunteering a half-day to pass on your skill to the next generation of modelers. Interested volunteers can contact Dick Flock, JCP Chair by Email: JCP@hq.nmra.org or through the NMRA office.



At this station JCP participants learned about virtual railroading using MicroSoft's Train Simulator.



36 percent of the participants in JCP at the Toronto convention were girls. This young woman was using a Roco DCC-operated crane to lift containers from rail cars.

It's Time to Act for Our Association's Future

As I write this column, the upcoming holiday season is just beginning, including the anticipation of what will be under the tree as an addition to the personal railroad empire, as well as hearing from model railroaders around the world whom I usually hear from during this time. But as you read these words, the season will have passed, or at the very least be winding down as we get set to face the new year, and the challenges and opportunities that will be put on our plate. I do hope that each of you experienced the joys of the season, got the much needed item for the railroad, and in some small measure have a renewed commitment to our organization.

One sad note to relay to you is that Larry Redmond, of Texas, passed away on Nov. 15. Larry had faithfully served the NMRA for many years, most recently as LSR Trustee for many terms. He was also one of the driving forces behind the AstroRails NMRA national convention in Houston. Our condolences are extended to his family.

You will soon be receiving the national ballot. There are many items being placed before you that will affect the NMRA from this time forward. The first is the election of a new president and a new vice president. Second is the voluminous information submitted from the technical department, namely the revisions to the existing standards and the proposals for new standards. Third will be the copy of the proposed Regulations, replacing our Constitution and Bylaws, and allowing the Board of Trustees, which will actually be replaced by a smaller Board of Directors, to implement and move forward on the items in the Long Range Plan. I would encourage all of you to spend the time necessary to review all of these items, and exercise your privilege of the ballot. Our turnout as an organization on the last national ballot was very poor by anyone's criteria. Please vote!

It is no secret that I totally support the LRP and will be voting in the affirmative to accept the proposed Regulations. I wholeheartedly encourage you to vote in the affirmative on this issue to allow those you elect to move this organization forward. I don't pretend to think that it is the cure-all for our organization, but I think that it will set the stage for our leadership to make the necessary changes desperately needed to reinvigorate our NMRA, and make it more meaningful to us as members as well as those who are not yet members of our organization. You have heard me say several times in this column that the current mode of operation, not only at the national but also the regional and divisional levels, is not working. There are success stories at all levels of the NMRA around the country, but overall in the

scheme of things, as an organization we are not delivering what future members desire. I wish I had written the following words, as it sums up my feelings and recommendation to you as members, but the following words were found on the NMRA-general discussion list, and were penned by Mike Brestel, the trustee for the Mid Central Region.

"I feel that any plan that promises to bring the NMRA together as one organization after all these years of factionalism is a good thing to try. I am tired of hearing about NMRA members who are excluded from

participation at the local and regional levels. I am tired of hearing why any change will not work, so it should not be tried.

"I believe that if we all would put the same energy into understanding the LRP and making it work that some have into opposing it, the plan would be a resounding success and we could leave most of our current problems in the dust. While no one that I have met likes every single provision of the plan, that's the nature of compromise. I am convinced the reorganization gives us the flexibility and the capability to meet

current and future problems. It is clear, as many have been quick to point out, that what we are doing now is not working for 90 percent of the model railroaders out there. Why not try a plan that has been worked on for over 10 years and has the support of the vast majority of the region, trustees and the national officers whom you have elected and charged with dealing with these very problems? If it doesn't work, we can change it until it does. If it does work, and I think it will—with the necessary tweaking as we go along—we will all be better off, the NMRA will be stronger than it has been in many years, as we will all gain the fellowship and talents of many individuals we are now working hard to exclude."

As you read through the proposed regulations (a copy will be coming with your ballot, as well as currently available on the Web site along with the major issues of the LRP) please keep this comment in mind when deciding on your vote. I second the comments without any hesitation. Don't forget to return your ballot at this critical juncture of the NMRA.

***I am convinced
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tion gives us the
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problems.***

This proposal made great sense as Members had to "join" the NMRA at different levels: Division, Regional, and National.

Rutger Friberg named as Master Model Railroader #319

2004 February By Pres. Allen Pollock. Make Your Voice Heard PROPOSED MAJOR CHANGES to National Board

This issue of *Scale Rails & the NMRA Bulletin* contains the ballot. There are a wealth of issues making up the ballot: election for president and executive vice president; trustee elections for the Rocky Mountain, Southeastern and Sunshine regions, as well as the election of a president and vice president for NMRA Canada (please note that only members of those respective regions/area can vote for these positions); a wealth of standards proposals; and the vote on the proposed Regulations. Please read the enclosed ballot instructions very carefully before preparing your ballot and voting. Also enclosed in the ballot packet is a full copy of the proposed Regulations. I would ask each and every member to review this material, and vote!

The proposed Standards that are being placed before you are the result of many hours (even years) of research and study by countless member volunteers working with the Technical Department. While the volume of issues presented is large, it represents a presentation of issues that have been asked for by our membership and deserve your favorable consideration.

I would like to address the proposed Regulations being placed before you at this time. Part of this document reflects recent changes in Ohio law (the NMRA is incorporated in Ohio), namely that not-for-profits in Ohio now require a governing document called Regulations (replacing Constitutions and Bylaws) and recognizes a governing body made up of directors instead of trustees. This proposed document reflects those changes, while maintaining and defining those member rights and voting privileges contained in our current documents. This proposed document also reflects changes as outlined in the Long Range Planning document that was prepared by your elected Board members.

One of the main topics that I have heard discussed over the past several months is a feeling that the reduction in size of the governing board (from 17 trustees to 9 directors) will lessen a member's representation on the proposed Board of Directors.

Currently a member is entitled to vote for the president, the vice president, and one trustee.

With this proposal each member will still vote for president and vice president.

Under the proposed regulations each member will also be entitled to vote for a Director in the area in which they reside, *plus* another at-large director.

In addition, the proposed regional advisory council, made up of all your elected regional presidents (or others as designated by the region), will elect a director who will specifically be the voice for all of the region's interests.

Under the current Board of Trustees, you elect one regional trustee, whose fiduciary responsibility is to represent the best interests of the NMRA, not necessarily the specific interests of your region. I submit to you that, as a member, your voice is better heard under the proposed governing board. It also gives direct voice to all those members around the world who do not live within any regional boundary.

By far the one comment I hear most often is from new members questioning why, after joining the NMRA, they then are asked to pay additional dues for the regional and divisional subdivisions of the national organization. Paying one dues, allowing the new member to be a member of all levels of the NMRA, will unite this organization into one body.

Why is it that only about half of the NMRA members within each regional boundary (with the exception of the two non-dues paying regions) also belong to the respective region? I realize that there are

also other reasons for this statistic, but the reasons that have been made known to me are a small number compared to total number of national-only members in those regions.

Under the proposed regulations there will be a portion of the national dues rebated to each region for all the NMRA members in those respective areas to fulfill national responsibilities of the regions.

This will increase the pool of NMRA members that the region and division organizations can draw upon—members who will now feel they are a part of the organization. And, it will eliminate the prevalent “us” and “them” feeling that many have. And yes, this will increase the numbers who need to be served by those groups.

There are two regions successfully doing this now and, for the most part, the regional and divisional bodies are manned by competent volunteers who are well equipped to face those challenges. The challenges are no different than those faced when each of those bodies was first formed. The overall impetus for this change, in addition to addressing the situation presented to us by new members, is the basic organizational change vital for moving the association into one unified group of model railroaders.

We are talking about an organizational restructuring to better position us to meet the challenges of the times we live in.

This change does not take away any basic membership rights in the NMRA—in fact it defines them more clearly. All issues that currently require member vote for change are retained in the new Regulations.

This restructuring also supports and encourages the regional and divisional groups to do what they do best, and that is to bring the NMRA closer to home for the average member. It also exposes the potential new member to the reasons that we all support this organization and the fellowship and commonality that we currently enjoy.

Some have complained that the presentation of this issue should have been done in sections as opposed to the single vote on the document. My response has been that this proposal was studied, created and approved by those very people you elected to serve on the Board of Trustees.

Is this plan perfect? Of course not. It will require amendments and other changes as we progress. Do all of the trustees support 100% of the plan? I would suspect not. This plan is a product of the nature of the beast; it is a compromise document prepared by those 17 individuals you sent to the trustee meetings, from all corners of the United States and other countries.

Each of those elected persons brings to the table different customs and procedures from their home area. In many years of debate, discussion, study, and yes, argument, this is the document produced by that process and presented to you. While the document itself is seemingly complex, you must remember that this is a legal document that needs to be filed with the State of Ohio Secretary of State's office.

This set of proposed Regulations and the related restructuring of the NMRA is the best and most far-reaching future vision for NMRA that has been presented to the membership in the many years that I have been involved with the NMRA. I believe that it deserves your favorable consideration. Please take the time to complete your ballot and vote!

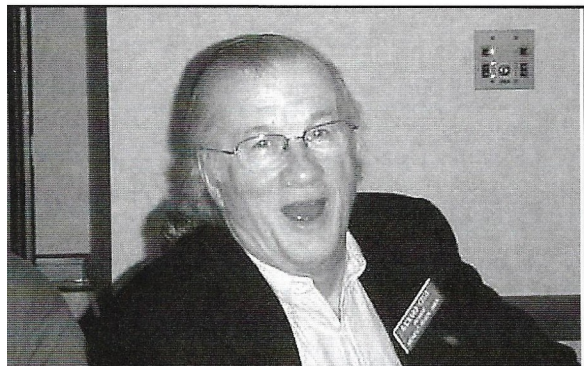
2004 February

Dick Genthner is named as Master Model Railroader #330

2004 February

CHALLENGED ACCEPTED

MWR President Richard Cecil & NMRA Helping Cancer Patients

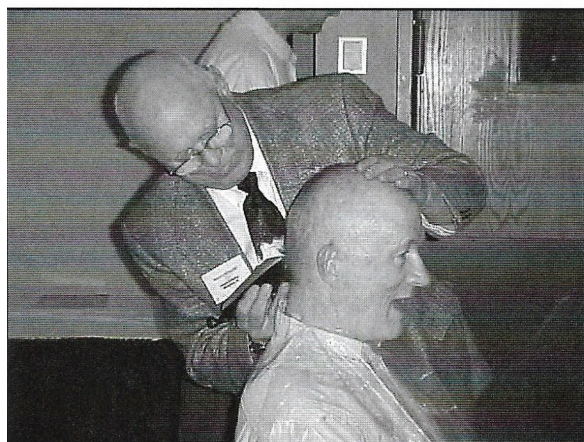


"At an MWR Board of Directors meeting, **President Richard Cecil** was approached with a challenge. If the Region could raise \$500, Richard would agree to have his ponytail cut off and for \$1,000 he would agree to have his entire head shaved. As a result of this interesting challenge, the MWR was able to raise over \$2,100!! As you can see from the pictures, Mr. Cecil did not have to wash his hair the next day. Richard's ponytail was donated to Locks for Love in honor of his wife, Barb, so that it could be used to create wigs for cancer survivors."

Congratulations to the MWR and Dick Cecil for creating such a win-win situation. Not only were they able to help

the region financially, they were also able to help cancer victims feel better about themselves as they face the ordeal of chemotherapy. Plus they came up with a very fun way to accomplish both—well fun for everyone but Mr. Cecil, of course.

That's it for this very photo-filled edition of Region Roundup. See you again soon with more.



2004 March

Tony Capato is named as Master Model Railroader #327

Paul Scoles is named as Master Model Railroader #331

2004 May



NMRA BULLETIN

An Official Publication of the National Model Railroad Association

MAY2004

ACHIEVEMENT PROGRAM

Achievement Program at Work

By Pat Harriman, MMR, Achievement Program Manager

The NMRA Achievement Program (AP) has been around since 1961, totaling about forty-three years. It continues to be a successful program as seen by the many new names being added to the AP database every month. There are thousands of participants in the Achievement Program. To date the AP has recognized 332 individuals as Master Model Railroaders with many more striving to attain that goal.

Although the AP is designed to recognize an individual's personal achievement, these recognitions are not earned in comparison to any other individual's achievement. Given the fact that there are over 18,000 NMRA members and the very large number of AP participants, a dedicated group of NMRA volunteers is necessary to handle the various processes.

A full staff of volunteers is needed to document and verify individual achievements, mail and forward all the necessary paperwork, review and approve Golden Spike Awards, Merit Awards and Statements of Qualifications. In addition, they also are responsible for entering the individual's accomplishments in various databases. They pre-

pare the Golden Spike Awards, Certificates of Achievements, Master Model Railroader Certificates, Master Model Railroader Plaques, AP patches, MMR patches and pins before mailing

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332 individuals as Master Model
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and presenting the various recognitions to the individuals at appropriate times and places throughout the NMRA organization.

It is this same group of volunteers that designs and prepares the different blank certificates, the various patches and pins and special recognitions when an individual has earned all eleven Certificates of Achievement. Although this is something that does not occur often it is a very special accomplishment when it does occur. A letter from the AP department is sent out to each

individual each time the NMRA member earns a Certificate of Achievement or a Master Model Railroader Certificate. The AP has a complete reporting system and sends out a report each month to the NMRA President and Vice President, the *Scale Rails* Editor and various AP staff.

The Achievement Program, by its very nature, probably has the single largest volunteer staff in the NMRA. It is composed of Division AP managers and their assistants, region AP managers and their assistants, division and region AP calligraphers, and NMRA AP staff members. The NMRA AP staff include Executive Assistant Manager Frank Koch; Department Assistant Managers, John Saxon, MMR, Steve Park and Larry Smith, MMR; Web site Manager, Mark Evans and NMRA Calligrapher, Joe B. Robertson, MMR.

The real strength of the NMRA Achievement Program is in its volunteers, a list too numerous to enumerate. Each of these individuals deserves a very special "Thank You" for their daily effort and great success on behalf of the Achievement Program.

2004 May

Modeling with the Masters is highly successful and was designed to provide hands-on assistance to Members. Starting with the Seattle convention in 2004, this program will be run in conjunction with the national and regional conventions to provide greater accessibility to the Membership.

2004 May **MMR, Pioneer, Author Mr. Paul Mallery Passes**



Model Railroad Pioneer Paul Mallery Remembered

Paul Mallery, founder of The Model Railroad Club, Inc., and long-time NMRA member died Jan. 7 after a brief illness. He was 85. Mallery is considered one of the pioneers of model railroading. He authored over 300 articles and numerous books covering many aspects of the hobby. He was one of the earliest recipients of the title Master Model Railroader.

"I had met Paul at several model railroad functions, and he was always a very interesting person to talk to about our hobby. His perspectives on the hobby were both unique and insightful," NMRA President Allen Pollock said.

"He was instrumental in founding several model railroad clubs on the east coast, and Paul's work on model railroad electrical systems advanced both the art and science of our hobby. NMRA and the hobby have lost a dedicated member and contributor to the hobby. We offer our condolences to his family," he added.

Over the years, Mallery was the recipient of numerous honors from the model railroading industry for his many contributions to the hobby. "Our hobby has lost a man of great intellect and skill, and our Club has lost its undisputed champion," said Model Railroad Club

President Ray Russell. "His legacy lives on at the Club he loved so much. His vision and commitment to excellence will guide and inspire us at The Model Railroad Club for decades to come. I am personally grateful to have known him. My thoughts and prayers go out to his family."

Mallery had a distinguished career in the United States Army, retiring with the rank of Colonel. He also enjoyed success in the private sector, which included a consulting business and a career at Bell Labs.

But it was model railroading that provided Mallery his greatest joy. On Feb. 17, 1949, Mallery, along with Paul Draper, Walter Kalin and Ken Robinson formed the Summit-New Providence HO Railroad Club. For the next 25 years, the Club was housed in the basement of Mallery's home in Murray Hill, N.J. In the late 1960s, Mr. Mallery was instrumental in securing a permanent home for the Club by forging a partnership with the Union County (New Jersey) Department of Parks and Recreation.

The plan was ambitious. A large building expressly for the purpose of building and operating model railroad displays would be

designed, financed and built by club members on vacant park land, adjacent to a light industrial area off U. S. Route 22 in the township of Union. Upon completion, the building would be donated to the county and, in return, the club would be granted permanent occupancy, provided it maintained the facility and agreed to certain other civic responsibilities.

Two other area model railroad clubs were approached and a merger proposed. The combined clubs would be headquartered in the new building. When the other clubs decided not to join in, the Summit-New Providence Club changed its name to The Model Railroad Club, Inc. and went ahead with the planned construction. That building has been expanded several times since the cornerstone was laid in 1972 and, today, it houses one of the largest model railroad displays in North America. Future expansions are planned. The Model Railroad Club, Inc. today has over one hundred members.

"This is my baby, there's no question about that," Mallery once said of the club during an interview. When asked if the club had become what he expected, he replied: "The Club has exceeded my expectations."

F. Raoul Martin Honored

By Fred Hamilton

NorthWest Short Line started as a fulfillment of a hobby for F. Raoul Martin. In the late 1950s, Martin was having HO-scale Pacific Northwest logging prototype brass locomotives built one or two at a time for his model railroad. But in 1959, the builder informed Martin that he wouldn't build two, but 200 locomotives for Raoul. Thus, the HO 2-6-2T No. 12 was the first commercial import and marks the start of NWSL. The No. 12 introduced a number of new features to the hobby such as blackened frames, the first production Mallet with both engines powered, and at that time, the smallest Mallet yet imported.

Martin focused on high quality models at reasonable prices. He worked with several Japanese firms to build superb models and enjoyed a long association with TOBY of Japan.

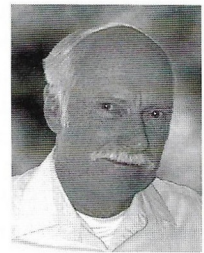
NWSL teamed with JDL Inc. to develop and produce some of the smallest operating HO geared locomotives ever made. Pushing the engineering envelope in developing innovative models led to other products to drive these unusual models. Sagami motors were built in Japan to fill the need for rugged, precision motors for model locomotives. These motors in turn led to prototypically accurate axle-hung drives for O-scale models.

NorthWest Short Line's own factory opened in 1974 to produce model

products made in the U.S. The factory used gear hobbing machines, screw machines and dozens of other specialized machines to make the unique precision components used by model railroaders throughout the world. The engineering and innovation produced the self-contained under-floor HO power truck, (PDT), the Flea and a line of gearboxes for all sorts of uses. Tool production also benefited from the move to U.S. production of NWSL products. Martin has worked with hobbyists to make tools like the ubiquitous Chopper, Chopper III, and in a return to the Far East, the new Chopper II. NWSL tools are found on the work spaces of craftspeople in many hobbies.

For over 40 years, Martin has led one of the most innovative model railroad manufacturing companies in the world. He and NWSL continue to produce and innovate at a rapid pace to meet the increasingly precise needs of today's hobbyists.

For his contributions to the hobby, the NMRA recently honored Martin with a Distinguished Service Award.



W. Allen McClelland, MMR, Honored

By Mike Brestel

MCR Trustee

The NMRA is honored and proud to present a Distinguished Service Award to W. Allen McClelland, MMR. McClelland was born in Cincinnati, in 1934, and moved at an early age to the Dayton, Ohio, area. He built his first layout in American Flyer S gauge in 1946, switched to HO in the mid-1950s and started building the Virginian & Ohio HO layout in the basement of his home in West Carrollton, Ohio, in 1961.

The world of model railroading in 1961 was very different from the one we know today, and in order to create the kind of model railroad he envisioned, McClelland was forced to innovate and pioneer in nearly every aspect of layout design and operation. In the process, he almost single-handedly re-invented the model railroading hobby, changing it into what we take for granted today. Some of the major concepts developed and promoted by McClelland over the last forty years include:

The "beyond the basement" concept, where staging tracks are used to simulate the connections of the modeled V&O with the rest of the North American rail network. This concept is key to modern layout design, where off-layout staging is usually regarded as a requirement.

The philosophy of "good enough" — constructing models that are built and detailed enough to fit in and be acceptable to the eye, but not so detailed that they require extra time and resources. This approach helps to ensure that a modeler can actually achieve lofty goals such as the construction of a large home layout, almost single-handedly.

McClelland helped to move the concept of freelancing away from the "anything goes" approach of earlier times to the idea of "prototype freelancing," which borrows heavily from the prototype's example, thus adding plausibility and a sense of fitness to the world we create.



NMRA President Allen Pollock, right, and Executive Vice President John Roberts, left, present Allen McClelland with his distinguished Service Award.

The name of his railroad is a good example of this effort, at once establishing the locale of the railroad and sounding correct for the region. McClelland showed that even a mythical railroad can have a legitimate and highly developed history that contributes to its overall plausibility. Evidence ranges from a series of locomotive paint schemes to the remains of earlier structure foundations. McClelland focused on the transportation needs of the entire railroad rather than concentrating simply on local freights and their associated switching. Through freights thus assumed their rightful place in the daily operation of a complete transportation system. The V&O is an early yet fully up-to-date example of a linear, walk-around track plan. As such, it ensured that operators got the feeling of actually going somewhere and doing something as they accompanied their trains along the railroad.

2004 June

AL ARMITAGE PASSES

Al Armitage Remembered

By Bob Brown

Al Armitage, winner of the 2002 NMRA Distinguished Service Award, died Sept. 21, 2001. He had an enormous influence on our hobby—mainly through the more than 260 articles he wrote for *Finelines*, *Mainline Modeler*, *Model Railroader*, *Railroad Model Craftsman*, and *Narrow Gauge & Short Line Gazette*. The August 1938 *Model Craftsman* (now *RMC*) was the first to publish one of Al's plans—a Boston & Maine 4-6-2. Al's most influential article, "The Case For Styrene," appeared in two parts in the November and December 1959 issues of *Model Railroader*. I am proud that starting in the January/February 1978 issue, over 100 of Al's articles appeared in the *Gazette* as part of his series, "The Model Makers Notebook." Al also made many paintings and drawings of ships and steam locomotives, including two covers for the *Gazette*.

Al was born July 29, 1913, in Medford, Mass. His first train was an Ives set given to him when he was six, but he had no electricity to run it until he was 16. His first interests in modeling were ships, racecars, wagons, airplanes, and guns.

In the late 1930s, he became interested in model railroading when, after a date, he missed a trolley car and while waiting for the next car bought a copy of *The Model Craftsman*.

He became a charter member of the Massachusetts Society of Model Engineers and scratchbuilt many O-gauge locomotives and cars. He was also interested in live steam and became a charter member of the New England Live Steamers.

Al did a short stint with the Boston & Maine as a brakeman, until he lost both legs in a railroad accident in 1942. After this accident, he worked at several jobs including these relating to model making. He went to work for Northeastern Scale Models in 1947 and helped develop a line of S-scale kits and Andrews and Bettendorf trucks. From 1948 to 1956, he built industrial models for Atkins & Merrill in Sudbury, Mass. After moving to California, he worked for Models Unlimited and made "mock-ups" for such things as luggage, TV cabinets and a sugar dispenser.

He moved on to Revell in Venice, Calif., and during his seven years there first used styrene for pilot models. He was responsible for developing the "Cutty Sark," "Print Shop," "Bakery," various automobiles, airplanes, and a date, he missed a trolley car and while waiting for the next car bought a copy of *The Model Craftsman*.

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many other models.

In 1964, he moved to Medford, Oregon where he worked for Kadee and helped develop early N-scale models and the Kadee rail spiker.

In 1965, Al went to work for the Kemtron Corp. in Fresno, Calif., where he did advertising, all the photo work, the Kemtron catalogs and originated a series of plan books on western structures, old time vehicles and wagons, donkey engines, rolling stock, and locomotives.

In 1969, he went to work for Train Miniatures and Balboa Scale Models in La Mesa, Calif., doing artwork for private owner reefers, bicentennial cars and the San Diego "Silver Gate" convention cars.

In 1979, he began doing free-lance work for Precision Scale Co. in Woodland, Calif., including catalog drawings, photography and engineering drawings.

Al, and his wife of 45 years, Marjorie (Margie), retired in 1990 and moved to Oregon where they could be near the sea.

Al was presented with NMRA Honorary Life membership No. 21, the San Francisco Golden Gate Technical Chairman's Plaque in 1968, the PCR President's Award and PCR San Mateo Art Work Award in 1976, PCR Man of the Year Award in 1977, the Don Brown Memorial Award in 1987, and the NMRA Pioneer Award in 1997.

In 1965, Al went to work for the Kemtron Corp. in Fresno, Calif., where he did advertising, all the photo work, the Kemtron catalogs and originated a series of plan books on western structures, old time vehicles and wagons, donkey engines, rolling stock, and locomotives.

In 1969, he went to work for Train Miniatures and Balboa Scale Models in La Mesa, Calif., doing artwork for private owner reefers, bicentennial cars and the San Diego "Silver Gate" convention cars.

In 1979, he began doing free-lance work for Precision Scale Co. in Woodland, Calif., including catalog drawings, photography and engineering drawings.

Al, and his wife of 45 years, Marjorie (Margie), retired in 1990 and moved to Oregon where they could be near the sea.

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2004 June

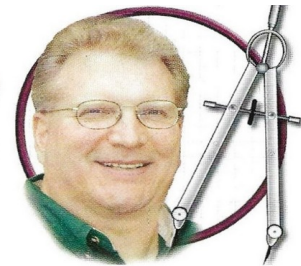
Dwight Smith earns Master Model Railroader #329

2004 August

John Roberts 1st Column as President

Voice From The Cab

Conducted by John Roberts
NMRA President



The NMRA — New Horizons

As I write this, I am preparing for the Seattle Convention and am excited about taking over as your next President. I want to thank all of you who supported Allen and me over the past four years—there are too many names to mention. The executive team, Board of Trustees and many other volunteers have worked hard to forge what I envision as a strong, more vibrant and meaningful organization as we move ahead with all of the Long Range Plan changes over the next couple of years.

I would be remiss if I didn't thank Allen Pollock for his many years of great leadership as vice president and president. Allen took over at a time when our NMRA was in fiscal trouble and with problems in many departments. Over the past four years, he has helped return the NMRA to a more sound financial position with fiscal surpluses the last two years, and we have regained large portions of industry and membership respect lost in the late 1990s. Many new programs were started or are in the works that would not have been possible without his foresight and leadership. Thanks, Allen.

Bob Dye, our long-time secretary, leaves office in Seattle as well. He has managed to keep all of us on the "straight and narrow," with accurate minutes and gentle reminders about report due dates and the requirements outlined by the constitution, by-laws and executive handbook.

Bob's job has been requiring more and more of his attention of late, and he has found it to be increasingly difficult to carry out his NMRA responsibilities. He has asked to be relieved of his duties, and his Assistant Secretary, Dave Liesse, who has been serving as Midwest Region Trustee, will be replacing him. Thanks, Bob, for doing a difficult job and doing it well.

I also wanted to be sure to note that special thanks are due Charlie Getz for his superb effort crafting the LRP and all the new regulations that have recently been voted into place by the membership. It is particularly gratifying for me to see the way the Executive Committee, trustees and department managers rallied to support passage of this very important document. The NMRA needs to change and this is an important step in that direction. We as members will begin to see the effects of this hard work in the near future. Thanks, Charlie.

While the LRP and the new regulations paint the broad strokes, there are still many details that need to be resolved as we move forward. Compromise is the key word to keep in mind as we all try to craft the necessary changes to make the NMRA an organization we can be proud of and one that fosters our mission statement to advance and promote the great hobby of model railroading.

Tom Draper has also toiled hard to get us back into fiscal order so that we have the sound fiscal base to move ahead on the goals the LRP places before us. His insistence on proper

budgeting and funding for all departments and special projects is just what we needed. Thanks, Tom.


My new Executive team of Mike Brestel, Tom Draper and Dave Liesse will work hard to continue moving on the path that has been opened for the future of the NMRA. We will continue to need more volunteers, so if you have particular talents, let me know. We will attempt to find you a place so you can use your abilities to help make the NMRA better for all of us.

The headquarters and Kalmbach Memorial Library staff have also contributed greatly to a number of recent successes. Headquarters now has all of our merchandise for sale in the online store, and it has proven to be an immediate success. Also recently, the library was named the Official Railroad Library of the state of Tennessee. Jenny Hendricks, our office manager, and Brent Lambert, our head librarian, and their teams continue to solidify the headquarters and library operations into a "bright spot" from what used to be a "troubled spot."

Our Web site will continue to be an important resource for members and non-members alike. Roger Hensley and his crew continually work to make the site stronger and possibly the best model railroad Web site that links all facets of our hobby together.

Mike and I will begin to encourage a number of departments toward an improved reach for excellence. We are in major need of a solid membership promotion and retention campaign. Clark Kooning has agreed to jump in and manage this process. Clark was most recently NFR Trustee and head of the Modeling with the Masters Program. You will hear more on this in the future.

Finally, publications will continue to need "shots in the arm" to get *Scale Rails* to where we ultimately want it to be. The 2004-2005 budget does call for increasing the page count, which we hope will allow us to publish more NMRA news and articles of modeling interest each month. Editor Terry Bacus still needs more articles and new information from the membership. The magazine is only as good as the material Terry receives from us.

Over the next two years I will strive to lead this organization in a direction where we will all be able to say "we made it better" for our hobby and the NMRA. Thanks again for your hard work, your continued support and your enthusiastic effort in the future. 

2004 August

Noll Horan earns Master Model Railroader #326

**2004 October John Armstrong Passes
“The Dean of Track Planners”**

The model railroad world was saddened to learn recently of John Armstrong's passing. John's articles about his O-scale railroad, the Canandaigua Southern, have appeared in countless books and magazines over the last 50 years. A life member of the NMRA, he joined our association in 1947.

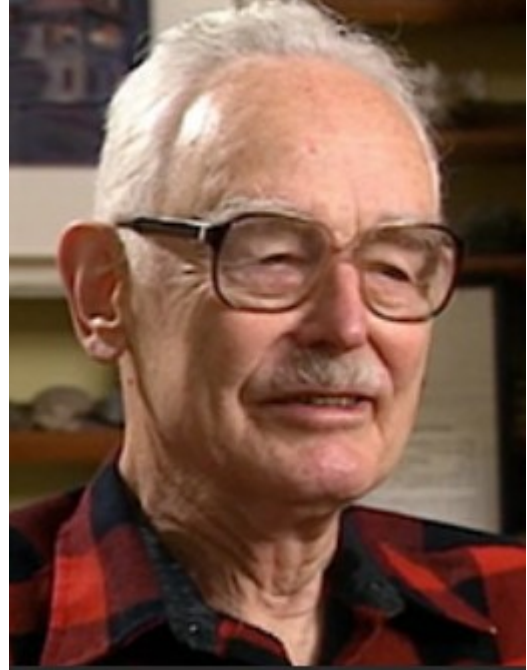
I first met John at a national convention back in the '70s. Following one of his clinics we had a great chat about layout design, founding a friendship that would last 30 years. He was always approachable; whether you were an experienced hobbyist or simply a beginner.

An engineer by education, his first love in the hobby was layout design, and he produced hundreds of designs for members and non-members alike. His Kalmbach book, *Track Planning for Realistic Operation*, is the standard model railroad planning resource, just as his Simmons-Boardman book, *The Railroad: What It Is and What It Does*, is the standard text used to train new 1:1 railroaders all over North America. I don't know of anyone else who has earned such a sterling reputation in both the model and prototype railroading worlds.

John's books, articles, and clinics on layout design set the standard many of us follow today—a standard I'm sure will last into the foreseeable future. He creatively fit the most railroad operation into whatever size box you wanted to throw at him. He was also an early proponent of scale operations, an area that has grown significantly in popularity.

There has always been a lot of interest in layout design and operation, and many conversations I've had with modelers always seemed to end up with the same question—how does that fit with John Armstrong's theories and recommended practices? Many of the informational and inspirational articles now being generated by Layout Design SIG members and Operations SIG members are grounded in his works.

As the average age of model railroaders increases, I often wonder where or when will we meet our next John Armstrong. Will we even see his like again? I'm sure John's teachings and his legend will live on for a long time to come. Thanks, John—I'm certain that you're already hard at work designing your next layout, wherever it may be.



Fred Miller earns Master Model Railroader #336